

CYCLE NEWS

15¢



A LOVELY SUNDAY RIDE

"You meet the nicest people on a Honda". That is what the sign says, and shown here is a group intent upon proving that to all. They are pictured at the half-way point in their monthly poker run originally organized by Honda of Gardena to provide a pleasant day of motorcycle sport for their customers. The event has grown well beyond that now, for among those that rode last Sunday were other "nice people" mounted on Yamahas and Gileras.

The latest run, started last Sunday at the Gardena Honda store in beautiful riding weather and wound its way through the pleasant, tree-lined streets and gently rolling hills of the south bay area. Marina Del Rey provided an interesting background for the photos when they stopped for refreshments and rest half-way through the 40 mile route.

Centinela Park in Inglewood was the pleasant spot chosen for the lunch hosted by Billie Haserot (wife of Bruce, who can be seen on Friday nights in Ascot's battles.) The run ended in this green and shady retreat from asphalt, buildings and power poles.

It was here that the 56 participants

(on 44 bikes) decided to form a club. Honda of Gardena will sponsor the club, which as yet has no name, and the monthly poker run will continue as one of their many anticipated activities.

If you would like to join these "nicest people", inquire at Honda of Gardena, 15515 So. Western Ave. in Gardena. Remember though, that their club slogan is going to be "You meet the nicest people on a motorcycle". Their next run will be on the 15th of May at which time the charter members will choose a name for their club. If you and your motorcycle fit their slogan you're invited to join for fun.

DRAG RACING

By Bob Ebeling

Everyone felt the loss of what promised to be the closest race yet run, when Don Roberts rode Mike Tucker's Triumph to a wobbly end. Mike and his rider arrived early to tune for the scheduled 2 out of 3 against Nira Johnson and left early due to one of the worst set of speed wobbles I've seen. They began before the lights but thanks to the remarkable control Don maintained, the bikes speed was reduced, and when the Triumph was dropped only a cut hand and minor metal sculpturing was the sum of personal and mechanical injuries. The challenge race will be rescheduled, so watch for the time and place.

This was the second time a speed wobble caused an accident in four weeks at Irwindale. Although one bike was new, Tuckers has made many a run. Is there a track defect? No one yet has an explanation and I hope we soon find the cause.

Irwindale Raceways top speed and elapsed time record taken by Murray and Cook!

Luck came to Boris Murray and Jim Cook in two different ways. Maybe it was the new cycle shop, "Foot-hill Cycle Center" of Upland, Calif., and their fine sponsorship of the twin engine Triumph that carried it to a

(Continued on page 4)

COMPETITION RIDERS READ THIS

At last month's regular sports committee meeting, a new rule concerning the practice at scrambles events was made. Lightweight machines will practice in two separate sessions.

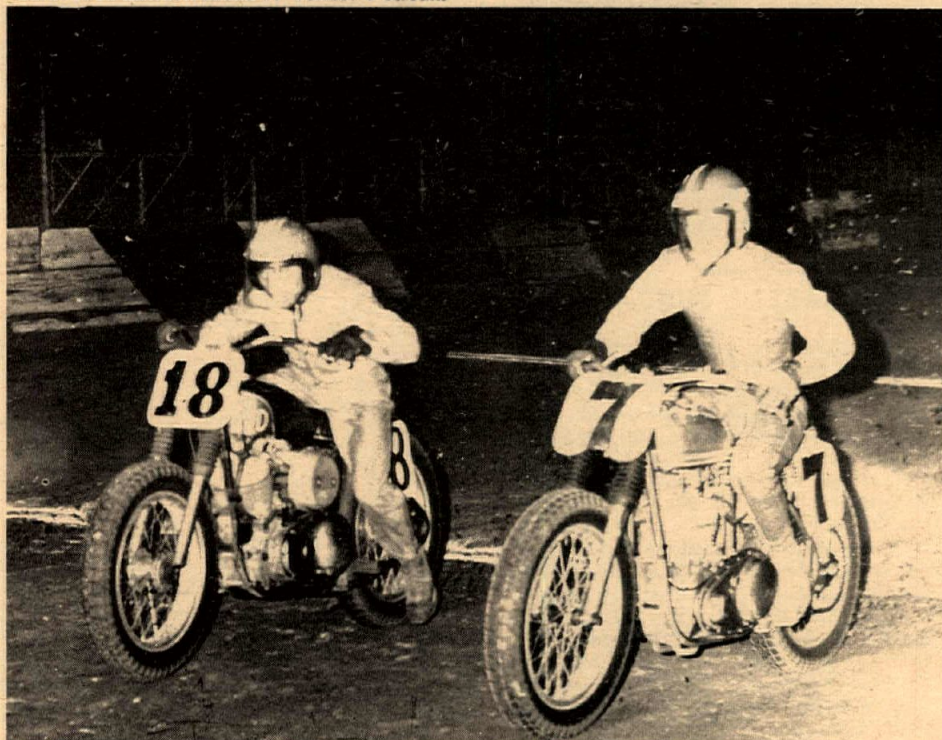
#1. Machines from zero cc to and including 250cc machines will practice in group number 1.

#2. Machines from 126cc to and including 250cc machines will practice in group number 2.

Jean Carter, President of District 37 Sports Committee advises that all clubs sponsoring scrambles events will adhere to this new rule of practice for the lightweights. The officers of the Committee have also asked for publication of the following in the hope that it will enlighten all desert riders as to the intent of the ambulance stand-by crew.



Above: Sir Kegian at Irwindale.
Below: #18 Lawwill ended #7 Tanner's streak.



ASCOT

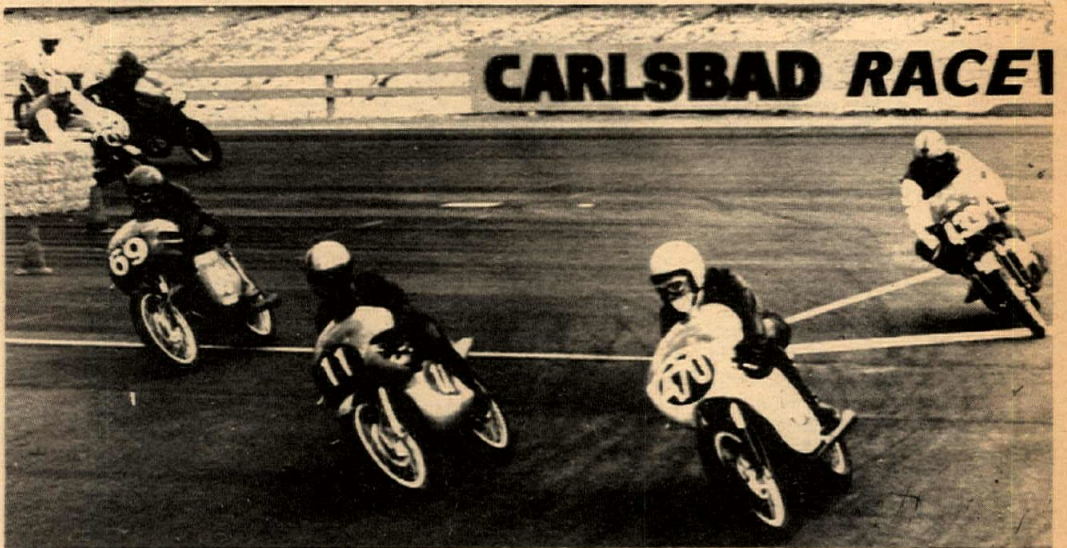
LAWWILL TRIPS SAM'S STREAK AT SEVEN

Whew! Sammy Tanner went down to defeat, not once, but twice last Friday night at Ascot Park!

Invader from the north, Mert Lawwill, the blue and orange clad Harley-Davidson rider, was only one

ACAction At Carlsbad

Fans were thrilled last Sunday with the excellent riding of Yosio Koshino on his magnificent 125cc water-cooled, ten-speed Suzuki. Koshino in his event broke the old lap record, covering the 1-1/2 mile



of a total of two H-D riders in the final and the only Milwaukee brand in the dash, and he turned back previously — undefeated Tanner both times out.

It was close, and not decided either time until they flashed past the flag. Sammy did win his heat race for the third straight time to run his season win streak to seven before Lawwill put on the binders.

Lawwill chased Tanner for seven laps in the feature before finally moving by on the inside and then holding off the best the rest of the way.

It was the first win of the season for the rider who is the number one hope in the West this year for the Grand National AMA title. Everything was working just right for the former Boise, Idaho racer who now lives in San Francisco.

The semi rivaled the feature for

(Continued on page 3)

course in a time of 1.18. He also won the 50cc class event on an 8-speed Suzuki.

HAMMER SMASHES RECORD

The race of the days was the 250cc main event with over 25 entries. The winner was #16 Dick Hammer on a 250cc Suzuki, hotly contested by #53, John Buckner, winner of this class at the last Carlsbad event. The positions changed no less than four times and Buckner was leading going into Turn two on the last lap but went wide, left the course and fell, allowing Hammer to take over and win the event. In doing so, Hammer smashed the all-time course record with a lap time of 1.13.70.

The fans were very much surprised by a rider we had never seen before #87, Robert Beard from Tucson, Arizona riding a Yamaha. Robert had raced only one road event before, but he is an excellent dirt rider in the Tucson area. He pretty well shocked the locals by going out and thoroughly trouncing them in the five-lap heat race. We hope that he has an opportunity to come back to California and compete in some of our up-coming events.

In the 100cc event, Barry Herrmann, last year's 100cc national champion, was the winner, but not without tremendous competition from this year's point leader, Jeff Pasternak. Herrmann broke out into the lead and led for the first four laps of the event, followed by Koshino on his 50cc Suzuki, Pasternak and Don Anselm. Throughout the entire 8 lap main event, the front four runners were within a bike length of each other and the leading positions changed frequently. On the second to the last lap, Herrmann and Pasternak went into Turn one side by side. Pasternak applied too much front wheel brake while leaning over and the bike washed out from under him, causing him to take a hard fall which resulted in his being taken to the hospital. He is O.K., suffering only minor bruises. This allowed Herrmann

(Continued on page 8)

CALENDAR OF EVENTS

WEDNESDAY APRIL 20

A.C.A. SHORT TRACK- Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy south of Tustin, across from El Toro Air Station.

EVERY FRIDAY NIGHT

HALF-MILE FLAT TRACK-Ascot Park, 189th and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

SATURDAYS

TT RACING-Professional A.M.A. races at Watsonville Speedway, Santa Cruz Co. Fairgrounds every Saturday night through July. Three-star event. General Admission \$1.75. Racing starts 8:00

DRAG RACE-Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

SUNDAYS

DRAG RACING-Fontana. 8:30 on Sundays. Trophies and E.T. Brackets. San Bernardino Fwy to Etiwanda to Foothill, right on Foothill to strip.

FRESNO DRAGWAY-Drag racing every second Sunday. Next meet April 17th. Gates open at 7:00 a.m.

SATURDAYS & SUNDAYS

DRAG RACING-Lions Drag Strip 1:00 p.m. on Saturdays. 9:00 a.m. on Sundays. Trophies and E.T. Brackets, plus special purse of \$250 every 4th Sunday. Strip is located at 223rd Street, south of Alameda.

SATURDAY, April 23rd
MOTORCYCLE SHOW AND DANCE-Marina Palace, 11 Pacific Coast Hwy. Seal Beach. Show starts at noon, dance at 8:00 p.m.

SUNDAY, APRIL 24th.

HARE SCRAMBLES-National Championship by Simi Valley M.C. Dist. 37 points. 10:00 a.m. start. Entry \$4.25 including ambulance fee. Mail in using uniform entry blank, closing date April 10th. Post

entry will be \$5.25. Trail bikes and side-hacks welcomed. Lined from California City.

SCRAMBLES-Sprockets M.C. Annual Tri-State Scrambles in Bakersfield.

SCRAMBLES-16th Lodi M.C. at Lodi Cycle Bowl. Practice starts at 9:00 a.m. Admission \$1.00 ride or watch. Dist. 36.

SCRAMBLES-Palo Alto M.C. at Fremont. Dist. 36.

POKER RUN-Annual "Hidden Destination" event. Trophies and awards galore! Starts at 8:00 to 10:00 a.m. at San Fernando Valley H-D Shop, 16113 Sherman Way, Van Nuys. Post entry, \$1.75. Mail entries no later than April 17th, to Valleymen M.C. % Harkleroad, 675 Watson, Simi, Calif. Mail entry \$1.50.

ROAD RACE-A.F.M. at Cotati Raceway. All classes and production. Track opens at 8:00 a.m. Entries and info:-158 Jersey, San Francisco. Track located 35 miles N. of San Francisco on 101. (Guerneville turn-off).

QUARTER-MILE DIRT TRACK-Sportsman class, A.M.A. sanctioned by the Wanderlust M.C. at the Contra Costa County Fairgrounds in Antioch. Sign-up 11:00 a.m. to 1:00 p.m. Races at 2:00 p.m. Admission \$1.50 to ride or watch. Classes 200cc and 250cc.

SCRAMBLES-Dunes Speedway, Hauser, Oregon. 7 miles North of Coos Bay. N.R.A. Sanctioned. Racing starts 1:00 p.m.

SATURDAY, April 30th
INDOOR SHORT-TRACK, A.M.A. sanctioned Class "A". First race at 8:00 p.m. Long Beach Arena, foot of Long Beach Blvd.

TROPHY PRESENTATION-The District 37 Sports Committee will hold their annual trophy presentation at 8:00 p.m. at the Valley Gun Club, 12651 Osborne Street, Pacoima. Clubs also presenting trophies will be the Four Aces, Los Angeles and Simi Valley. All interested, are welcome. There will be a live band and free refreshments.

FUN-RUN-2nd Annual Yamaha Safety A-Go-Go. For Yamaha Owners only. Trophies and prizes, celebrities, refreshments. Free admission. 12 noon at Yamaha International Corp., 7733 Telegraph Road-turn off the Santa Ana Freeway at Slauson.

APRIL 28-30, MAY 1, 1966

CYCLE WORLD MOTORCYCLE SHOW-Los Angeles Sports Arena.

APRIL 30-MAY 1st, 1966

ROAD RUN-29 Palms Spring Tour to benefit City of Hope. Everyone invited, car entries accepted. Mail deadline, April 25th. Send to, So. Calif. Road Riders Committee, 662 Albena Place, Pomona, Calif. Donation \$3.00. Children under 12 \$1.50. Post entries accepted. Starts at Lions Club Rest Station, Banning, California. Overnight camping at Knott's Sky Park, 29 Palms. Exhibitions by Ace of Clubs Drill Team and 29 Palms-Sky Divers. For additional information call any number on R.R.C. Road Riders Calendar. This is an A.M.A. sanctioned R.R.C. Point Run.

SUNDAY, MAY 1, 1966

TT SCRAMBLES-Circuito Laguna Salada, Mexicali, B.C. Mexico. Cross country, 1 mile track. Each class will race alone, 3 entries make a class. First race 11:00 a.m. Info: Benny Sanchez, P.O. Box 304, Calexico, California.

TT SCRAMBLES-Elsinore. No points. 8:30 a.m. small bikes. Noon for big bikes. Entry fee \$1.00 Sponsored by track owners.

HARE AND HOUND-Titans M.C. San Diego County. For info: 4739 Edgeware Rd., San Diego. Call 281-4180.

HARE AND HOUND-Fort Sutter M.C. Info: 4085 Deeble, Sacramento Call: 371-4184.

MOTOCROSS SCRAMBLES-A.C.A. event at Sycamore Park area. Course will be changed from last event. Grass, sand, etc., knobbies recommended. Full leathers. All licenses accepted, no pie plates. Located in the Santa Ana Canyon just off the Freeway, 10 miles West of Corona. Entries close at 10:30 a.m.

HALF-MILE-1st Northern California half-mile of the season. Alameda County Fairgrounds in Pleasanton.

SCRAMBLES-Salinas Ramblers M.C. at Salinas Ramblers Club Grounds. No machine under 200cc permitted. Practice and sign-up 9:00 a.m. to 11:00 a.m. Sign-up ends at 11:00 a.m. All riders and machines MUST comply with A.M.A. and Dist. 36 rules. Admission, \$1.00. Information: Bob Wayman, 324 N. Main Street, Salina, Calif.

ENDURO-Explorer Post 305 4th Annual Chicken Enduro. First bike out at 10:01 a.m. Starts and finishes at Yosemite Forks Lodge, Bass Lake turnoff, 3 miles No. of Oakhurst on Highway 41. Entry fee, \$3.00. Send to Explorer Post 305, 424 So. "A" Street, Madera, Calif. Post entry \$4.00. While scores are figured at the end, chicken dinners will be served for \$1.75 each.

FRIDAY, MAY 6th.

SCRAMBLES-Fresno M.C. presents night scrambles at Fresno.

SATURDAY, MAY 7th.

TT-STEEPLECHASE-Ascot Park in Gardena. 189th St. and Vermont in Gardena. Starts at 7:00 p.m.

SATURDAY-SUNDAY

MAY 7 and 8th.

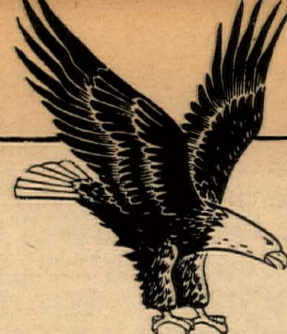
ROAD RUN-Travelers M.C. 3rd Annual Spaghetti Run. Mail entries close May 1st. Mail to Travelers M.C. 823 W. Vista Way, Vista, California. Fee is \$2.25. Post entry: \$2.75. Kids under 12, \$1.00. Starts at McKnight's Chevron Station, 810 E. Vista Way, Vista. Dinner starting at 5:00 p.m. Saturday. Check-in deadline, 6:00 p.m. Saturday. Approx. 100 miles of paved road. Camping with open fires.

SUNDAY, MAY 8th.

TT SCRAMBLES-Eastside Cycle Park in Tucson. Californians invited. Practice from 9:00 a.m. 'til noon. Hwy. 80 to Tucson, turn off on Wilmot to Eastside Cycle Park.

FRIDAY, MAY 20th

MOTORCYCLE MOVIES-presented by Cycle News. Hoover High School Auditorium, San Diego. First show, 7:00 p.m. Advance tickets \$1.50. Write Cycle News, Box 498, Long Beach, Calif. 90806.



CYCLE NEWS

(the Voice of California)

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)

Published weekly except the first and last week of the calendar year by C&S Publishing Company. P.O. Box 498, Long Beach, California.

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Published 50 weeks a year in Long Beach, California. Entered as 3rd class mail at Long Beach Post Office. Any part of this newspaper may be used without permission as long as credit is given. Editorial contributions, cartoons, photos are welcomed and will be paid for upon publication. Self-addressed, stamped envelope assures return.
Single Copy Price 15¢
Subscriptions: One Year 3rd class mail.....\$5.00
Advertising rates will be sent on request.

Voice of California

THE REST O'MODESTO

In regards to your article on The Modesto Reservoir Scrambles as reported by John Ramos (CN Vol. III #14), there are a few facts we should clear up.

1. The 8 mile track was about 1/2 mile.
2. There may of been 1,200 spectators but certainly not 12,000.
3. In the 500 Novice Class June Jewett did not jump over Greg Miller to pass him, but he cut the course and was disqualified.
4. In the Open Novice Class #13h was also disqualified for cutting the course.

We appreciate the coverage of Northern Calif. events, but we hope that Mr. Ramos will stick to the facts rather than using his imagination.

The members of our club (Dirt Diggers M/C) would like to thank The Modesto Motorcycle Club for a very good event.

ED. BEARCROFT
Dirt Diggers North
Merced

EDITOR - And we appreciate your writing us to fill in the rather sketchy picture Correspondent Ramos gave of the races. His report was Cycle News' first attempt at something new in newspapering: an on the spot, tape recorded, blow by blow description of the event, as seen through the eyes of an observer. The technique still needs some work, (it sounded like 8 mile and 12,000) but it will improve. As soon as he finished the tape, John Ramos separated for a vacation in Mexico, thus he was unable to wait around for official decisions.

OK, TRIUMPH-HALF CASTE

Re: Vol III, No. 13, P. 9, Paul Hunt Photo Caption. In Calif. "Metisse" may mean a bichin bike, but "Metisse" does not mean bitch in French. Nor does it mean bastard. It means half-breed or half-caste, and it's strictly female.

W. J. K. Harrington
Livermore

A MOTORCYCLE JOURNAL

Marty MacDonald continues the story of our heroes.

April 14, 1963 - Sunday

EASTER SUNDAY

We got up and cooked breakfast. We didn't do much in the morning. We were getting bored so we decided to go fishing. Went down to a little lake. We were there about two hours and Jim Nicholson decided to call his Ma and Pa. When we left, Jim Ashmore stayed with the fishing stuff and we got back in about half-an-hour. Jim Ash. didn't get any fish. About fifteen minutes after we got there he did get one. It was a catfish about 10 inches long. He took and put a wire through that poor little fishy's mouth and put it back in the water and tied it to a tree. We set there for about an hour and didn't get even a bite. Jim Ash. went to look and see how his poor little fish was getting along. He took the wire and started pulling the fish out of the water (See, I spelt watter right this time.) Oh well, when he pulled it out there was a fish and on or had a hold of that poor little fish was a snake about four-and-a-half-feet long. Boy, you should have seen Jim jump! He

pulled it almost all the way out and finally the snake let go.

A man that was fishing there said that it was a cotton-mouth. He said there were several in the lake. We were going to sleep there but decided not to. We didn't get any more fish so we let the one poor little fish go and went to find some place to sleep.

Jim Ashmore takes up the pen.

April 15, 1963 - Monday

LANDED A JOB

Mark was the first up. He said it was 10:30 so we would get up. We went look-and you'll never guess it. Found a job, or Jim and Mark did, as carpenters apprentices for \$1.25 an hour and all the sawdust they can eat. I went into town and mailed the lower-end and shaved the beard I grew. I might get a job with the nuts tomorrow. That's all... the pen won't work good.

Jim Nicholson takes pen in hand again to continue the tales of our roving adventurers.

April 16, 1963. Tuesday

FIRST DAY AT WORK

That was Jim (Ashmore) who wrote yesterday's happenings. If he wrote all the time we would never have to worry about having to buy another book. We woke up about 7:30, we had slept by a river close to work.

When Jim woke up and I saw him I thought that he had gotten into a fight last night. It turned out that he had been bitten by a spider last night. Both he and I sleep out just about every night. I can sleep a lot better, I don't have anyone kicking me in the head, or poking me in my ribs. (Most of all I don't have to worry about Mart's snoring. He never lets up.)

Today at work we just hammered, and hammered, and hammered. I just got plain sick of hammering nails. I even got blisters on my feet. I haven't yet figured out how I got them. We get off work at five. We went to the store and then to a little lake. This is where we clean up every day. All we do is jump in with a cake of soap.

April 17, 1963. Wednesday.

CARNIVAL

Mark and I went to work. When we got there it started raining and hailing. We thought that we wouldn't get to work today, but within a half hour it let up and the sun came out again.

Our only problem at work is an old man who keeps yelling at us to do something while we are already doing something else. Once he said to another guy working who was smoking a cigarette, "What's the matter man? You come from California?" We almost had to work to 7:00 but we didn't. Our boss, who is a pretty cool guy said he would pay us tonight because we told him we were pretty low on cash.

We drove over to Lloyd's house to get our checks. He said he wasn't going to take out any taxes because it was too much work. This is a real groovy deal for us. Another thing that saves us money is that ever since we left Texas, I mean Arizona, we have never had to pay more than 19 or 18 cents per gallon of gas.

After that, we cleaned up, which is a task in itself. We clean up or shower in a restroom at this little lake we are staying at. We dump a jug of water on ourselves and throw it on each other. It sounds quite crude but it works and is a ball. After we ate, we went downtown to a carnival. They had the main streets in town closed off for the thing. We bought cotton candy, candy apples and really lived it up. After that, we followed some girls into Bixlers and shot the bull for a while, then went back to old Horny Lake. I just named it that because we are the only ones staying there and besides we are kinda that way now.

Marty MacDonald writes:

April 18, 1963.

ODD ANIMALS

Jim and I went to work. Jim Ashmore went looking for a job. He didn't find one. After work we went fishing, then we went and ate. Well, I guess we are going to bed, there isn't much else to do and we've got to go to work tomorrow.

(Continued next week)

CYCLE NEWS NOW IN ITS NEW BUILDING

Now we are installed in our new, enormous building at 6477 N. Long Beach Blvd., Long Beach, California 90805. Our old office, with all its silent echoes of the good times put in there, will be converted to a resident-gallery for the display of paintings by artist Carl Bartlett (exhibits by appointment).

T.C. the office cat survived the move in good shape, as we all have, and now we pause in our busy manipulations to produce another issue.

Growth and expansion are all very well, but in our thankfulness for the increasing prosperity that motorcycling is giving us, we have not lost sight of the important job that remains to be done.

Within our flexible boundaries (approximately, the west) we at CYCLE NEWS discover enough vital happenings to fill 16 newspaper pages four times a month. That's the space equivalent of a 128-page magazine every month. But CYCLE NEWS is not a magazine. It is not meant to be kept in binders for its lasting value. It is meant to be read this week and thrown away when the new one arrives, or cut up for gaskets, or used to light camp fires. It is what is happening now and a little of what's going to be. Like the growth of motorcycling, it is improvised as we go along. It is the free and independent voice of California and we just want to reaffirm that it will continue to be, better and better.

The sport and business that we love is growing like a healthy tree. And we, as nurturers of that organism, recognize certain limbs as mainstems, reaching for the sun. We will encourage them. Other branches shoot out that are doomed to be sapsuckers. These will wither.

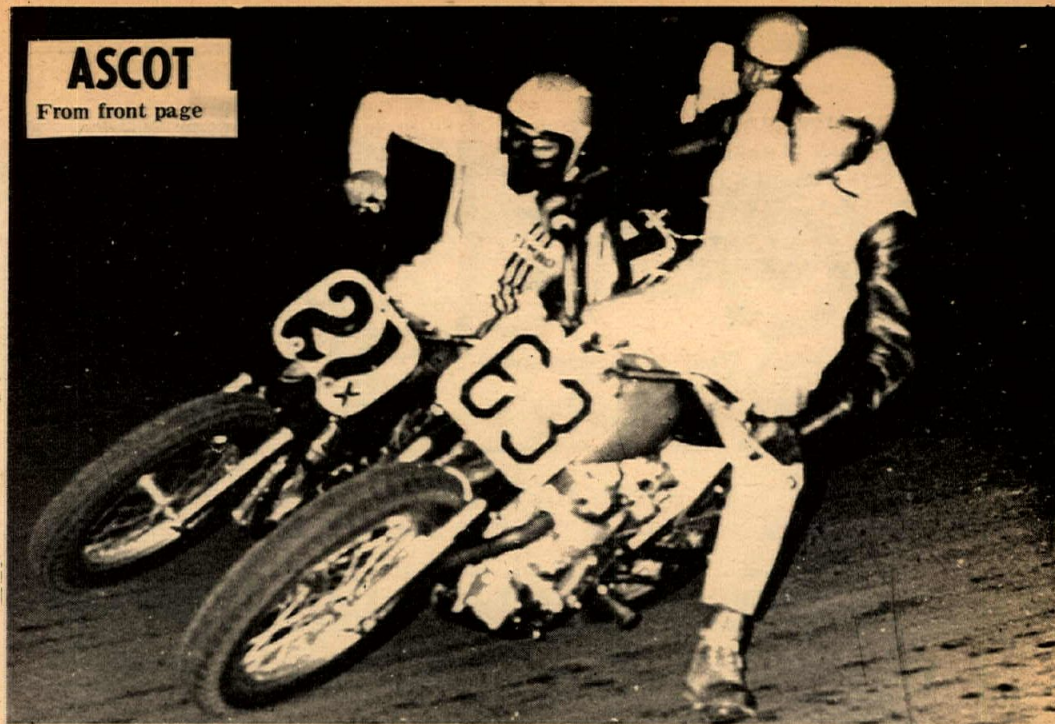
It will be a long time, three or five years, before the tree we see will bear fruit. We plan to all be around to taste it. We want to savor the sight of a motorcycle racer earning as much money in his career as a top-flight baseball pitcher. We would like to see national motorcycle registrations top the twenty million mark—with seven million of them in California. We'd enjoy watching cycle riding become America's number one spectator-participant sport. And we'd love to see the faces of those who read this and snicker, in five years.

Because as long as we avoid making too many mistakes anything is possible now for a force as vital as motorcycling. A lot of dead wood may yet have to be pruned away, and new paths of growth are still to be charted. CYCLE NEWS pledges its best efforts to serve motorcycling as the only immediate communication for the sport.

To Every voice desiring to be heard, CYCLE NEWS offers both ears. To every message deserving to be said, CYCLE NEWS will continue to be a voice.

ASCOT

From front page



Below: Amateur winner Bodette



thrills with Eddie Wirth and Jim Nicholson running wheel to wheel for four laps and three turns. They left the door open on the final bend and that was all Chris Draayer needed to slice through and grab the win.

Tanner, Lawwill and Haaby again won their respective heat races for the third straight week in a row.

The final was too torrid for a record number of experts, Guy Louis, Wirth, Draayer and Dick Hammer all got off on different laps, trying to keep up with the leaders. All walked away without injury.

New amateur ace Pete Bodette again turned back the yellow plates in both the heat and final to run his win streak to four straight. Bodette was winless as a novice in '65 but appears to be well on his way this year, now that he has moved to the big BSA.

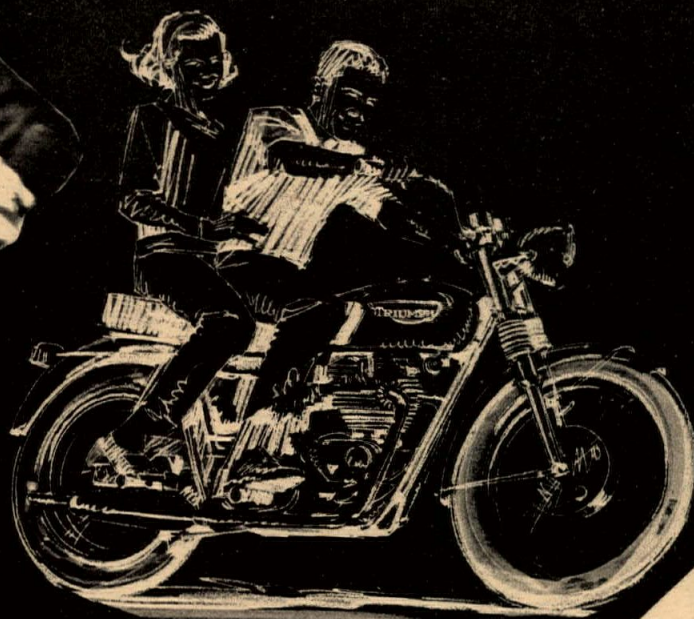
H-D ran one-two in the novice final with Marty MacDonald leading Phil Todd to the finish line.

These two could be the new winning combination in the "B" division now that both have three full weeks of 1966 racing experience behind them. The late laps found them racing only each other with the remaining ten riders quite a ways back battling for the show position. (Results on page 12)

BILL RILEY
First Open Expert
Prado Park, April 17.

DOUBLE TRIUMPH

up on a



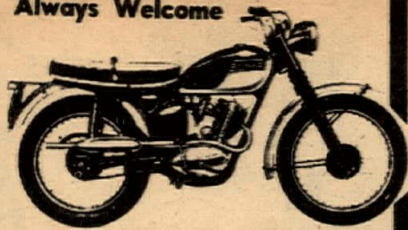
Solo anything, but double up on a Triumph.
You'll have torque by the handful,
Winpower to spare...



RON KRUSEMAN
First Open Expert
Bay Mare Track, April 17.

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BOOTH #65-66 at the Cycle World Show

DRAGS from front page

speed of 15.23 mph, in the quick span of a mere 10.24 seconds. This was the fastest and quickest that any two wheel bike has officially covered Irwindales quarter mile and backed it up to secure the record.

When the eliminations for A fuel were staged between Howard Allen's Harley, ridden by Don Harris against "Flustration" it turned out to be a single run for the Harley, due to a repeat chain breaking performance of the Triumph's brute power.

The B fuel class was won by Mc Evoy's 650 turning in the high tens at better than 130 mph.

Then the two competitors for C fuel (Bob Sir Kegian vs. Bob Ebeling) were fired up.

Both bikes were posed for a start and when the lights turned green the Honda won, turning 12.83 at 109.63.

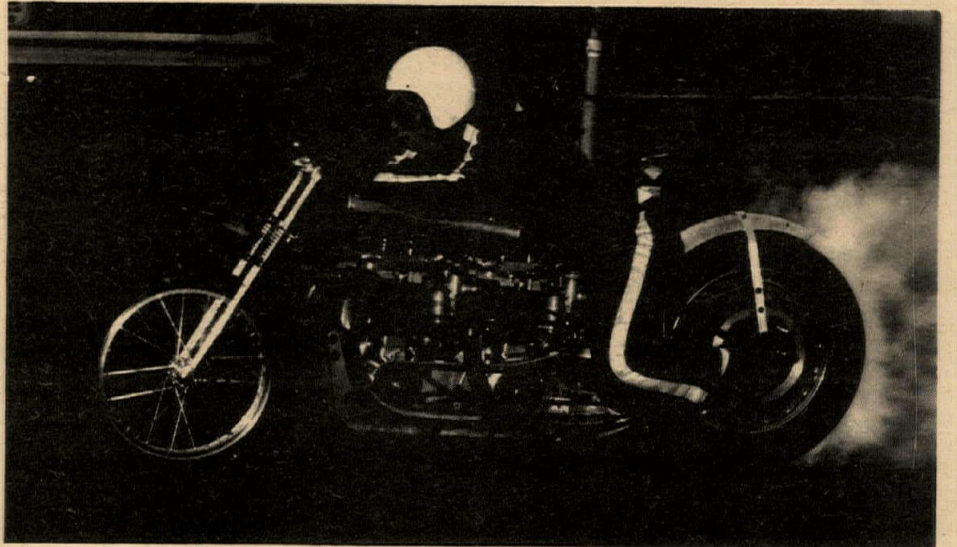
HARLEY 2-IN-A ROW

Top Gas bike awards were taken Saturday and Sunday by Mel Disharoon and for a bonus this combination secured an E.T. bracket at Lions Drag Strip. Thirty-five dollars and two trophies is not a bad weekend score.

While on the numbers of two I must add that there were that number of Harleys on fuel this weekend. This may forecast a real run of competition between Harley and Triumph for top fuel victories.

NEW MATCH RACE

The old question of displacement superiority may again come to the stock bike fans. George Jonovich returned after a brief retirement, to Lions drag strip and won B street



Jim Cook smokes away on the green light on Boris Murray's fuel-burning Triumph double A dragster, called "Flustration." Presently it is the most consistent-running double-engine fueller in California.

bike class on his Norton, while Saturday Bill Fleming won the same class at Irwindale, astride his world record holding Triumph. Compare the speeds and elapsed times in the results section of Cycle News and you readers may agree it looks just right for a hot and close two out of three.

(Results on page 12)

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EASTER SCRAMBLES AT DEHESA

By B. G. Gooding

Wheelies, slide and spill, plus an Easter egg hunt for the little ones all served up by the Hi Boots M.C. of San Diego, greeted one hundred and fifty holiday weekend riders.

The events started smoothly at one, and gained momentum until five, featuring many moto-cross as well as the usual heat races.

Over five hundred spectators had a good view as the first 90cc novice got off the line, the eventual winner being T. Mulley. The next event was the 90cc expert moto with Stan Whitten charging and sliding his Honda, but unable to match the power of Robert Sharp and Rick Foster on their hot 100cc Yamahas.

Called to the line next were the 200cc riders, of which John Kenyon on a new Bultaco completely dominated the class.

The largest class in San Diego these days is the 250cc novice group. Many were surprised to watch Rick Vesco, younger brother of road racing star Don Vesco, as he rolled up to the start on a new Montesa, and promptly "cleaned house". Myron Carter took first among the 250cc amateurs and Jim McMurran, former national rider, won the 250cc expert class as the stage was set for the big cycles. Riding his last novice 500cc race, Gary McElrath rode in fine style on his Goldstar. The crowd stood agape to see Chuck "Feets" Minert, who had traveled 190 miles to show his new BSA and famous riding to the locals. Feets, the eventual winner may have had a mild heart attack when he was beaten in the first moto by Honda mounted George Admire who showed the old pro some new tricks. Dale Lance won the forty inch novice moto, as all eyes now moved to the forty inch experts as they left the pits.

All were anxious to see if Leo St. Germain ("Crazy") would knock down the fence again, they were not disappointed. Travis Petton won this event, followed by hard charging Vern Gillihan, who had unknowingly broken his wrist during practice.

The ladies' "Powder Puff" race, which is a hotly contested event in this area, wound up three moto's for the days activities. Marsha Whitten took home this last trophy for the day.

(Results on page 12)

NEXT WEEK, OILERS TT REPORT

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HONDA a la ASCOT

by George B. Maness

Any Friday night during Ascot's 32 week season, you can see the Novices competing on everything from Aermacchi (Harley Sprint) to Zundapp. For all practical purposes though, a select group of brands carry the winners. One of the most popular of this group is the ubiquitous Honda.

The experiences of Long Beach Honda show why. In 1963, only two years after the shop opened, they sponsored Doug Christopher who ended the season as the eighth ranked Novice in the nation. The following year, Glen Hayes was the number 10 Novice (fifth at Ascot). Last year, Ron Kruseman carried the colors of Long Beach Honda to the third spot in nation wide standings and was the number two man at the local oval.

For 1966 Jim Deehan is up and in two starts has taken a first and an eighth against a very impressive bunch of apprentice racers. At the Long Beach Indoor Short Track, Jack Simmons (National #88), placed first in the Trophy Dash and seventh in the "A" main event on the ninth of April.

DRAG NEWS IS STILL CHICKEN!

--Signed, CYCLE NEWS

The men behind the machines responsible for this enviable record are Bill Bell and Clyde Litch. Bell, who has twisted wrenches on the BSA's of Don Spargur, Jack O'Brian and Dick Hammer, joined Long

Beach Honda four years ago. He credits Fred Moxley with starting him in his career as a racing mechanic. Litch came on the scene two years ago from McLaughlin Motors of Duarte, California.

This will not be a step-by-step how to do it analysis of the Long Beach Honda. Bill reports that he has provided many racers throughout the west with his engines but no one has been able to duplicate them.

Messrs. Bell and Litch start with the engine and so shall we. Basis for these winners is the 250cc CB72. Starting with the larger CB77 would provide no advantage and the balance factor built into the flywheels would cause destructive vibration at the smaller piston size.

A standard crankshaft, con rod, and bearing assembly is the heart of the engine and is connected to a lightened pair of stock pistons. Because the left side of the cases must be trimmed for clearance in the turns, the centrifugal oil filter is

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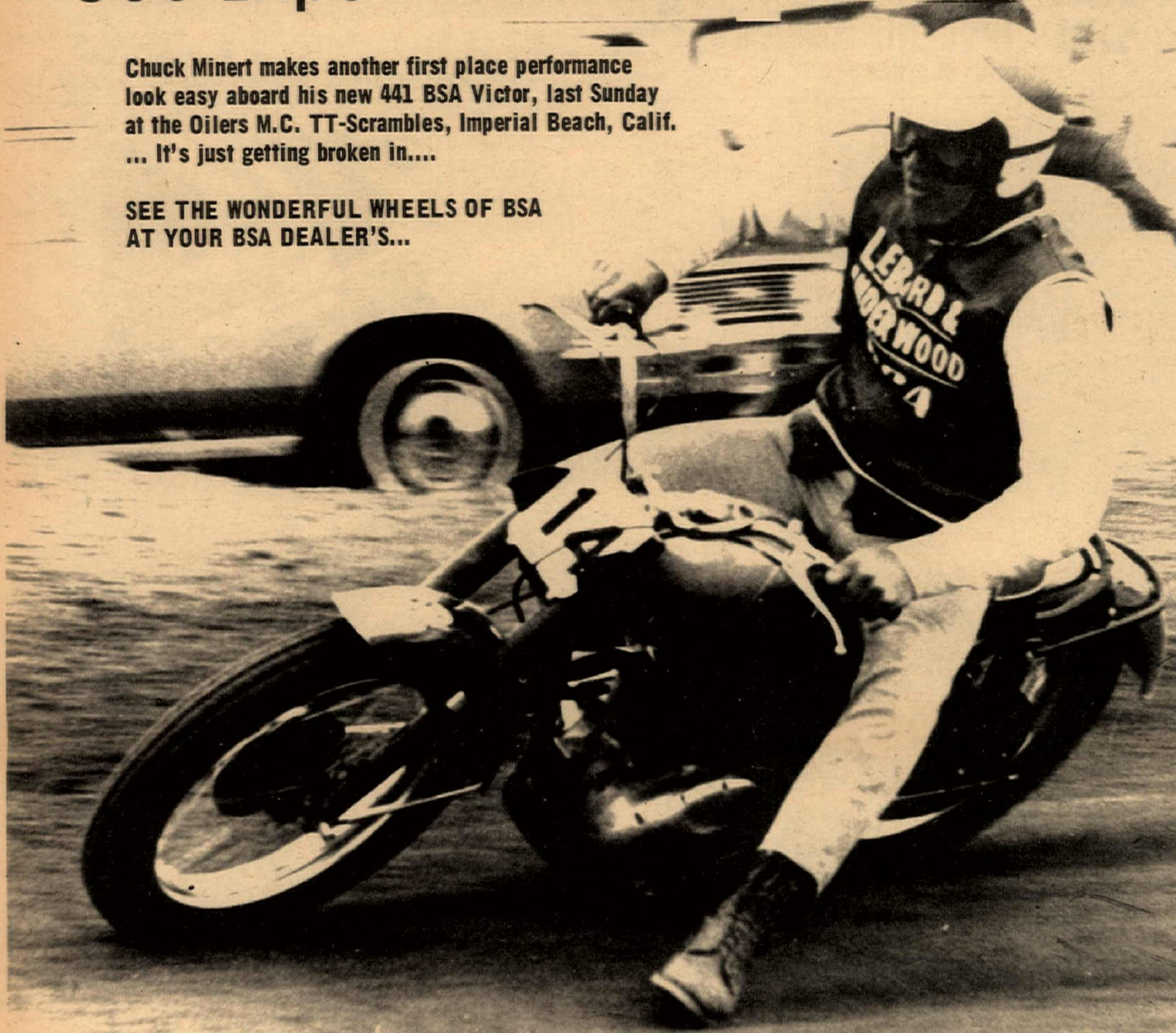
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BSA VICTOR

WOULD YOU BELIEVE ANOTHER
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Chuck Minert makes another first place performance look easy aboard his new 441 BSA Victor, last Sunday at the Oilers M.C. TT-Scrambles, Imperial Beach, Calif. ... It's just getting broken in....

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removed and the oil rerouted with 1/4 inch copper tube.

A Barnett clutch is used to handle the added power. The transmission which is stock except for switching the second and third gears to provide closer ratios. It has not been found necessary to drill extra oil passages to the cylinders from the gallery that crosses the front of the cylinder block as is often done on the 350cc conversions.

Moving up to the head, a great deal of work has been done to the ports and combustion chamber. All the carving in the ports and combustion chambers conforms to the dictates of flow testing equipment and dynamometer. Work on the head provides a 10 1/2 to 1 compression ratio. The ports are plugged by standard Honda valves actuated by an experimental Harman & Collins camshaft which is but the latest in a long line of cam types.

The fuel mixture is supplied by the 26 mm carburetor normally found on the larger CB 77. Tuning of the intake and exhaust tracts was directed toward widening the power spread and increasing the torque rather than peak power.

The end product of all this work is "30 horsepower" at the rear wheel with racing power available between 8000 and 11000 rpm but usable power is to be found as low as 6000 rpm and over-revving seems to have no effect other than a drop in the engine's output.

Although the engine is torn down after each race, maintenance is usually restricted to a normal tune-up, a valve grind every two weeks, and a set of rings every eight to ten races.

Extensive use of aluminum and fiberglass has brought the Honda's weight down to 225 pounds. Perforating the head, cylinders, and cases with a few hundred holes could drop the weight a couple of ounces but it is not considered worth the effort--yet.

Handling improvements have been wrought by lengthening the swinging arm three inches and using nine ounces of 30 weight oil in each fork leg rather than the recommended 20 weight. Solid struts have replaced the rear suspension unit as is standard procedure in flattrack machines. Adoption of the hydraulic steering dampner from the CL 72 Scrambler has greatly improved the stability of the bike, riders report.

Removal of the alternators stator to eliminate its power-robbing drag has resulted in the adoption of a total-drain ignition system. Excellent results have been obtained with this system in which a battery provides the contact breakers with cur-

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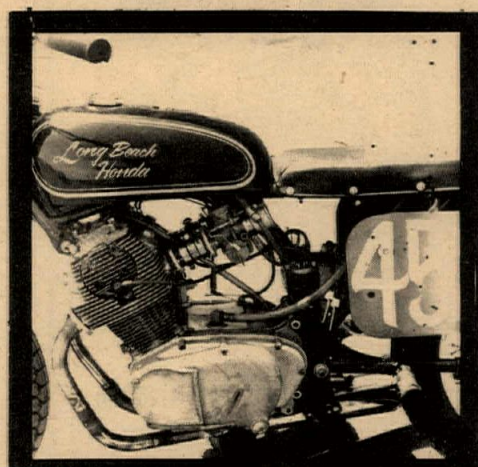
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Starter bulge on left side case has been planed off to aid flattrack cornering.

rent without the benefit of a charging system.

High performance is the goal and that is just what they get. With the gearing used at Ascot, top speed is about 85 mph and the average speed is kept up to 80 or so by the excellent handling of the machine and good acceleration.

CHASING STEEPLES

A steeplechase (TT) mount starts with a CL 72 Scrambler because of the handling characteristics of its frame. This frame and the necessary rear suspension boosts the weight to around 240 pounds.

The Flattracker's engine output must be lowered by five or six horse power to provide the flexibility de-

manded by the twist and turn TT course. This power is available all the way from 5,000 to 10,000 rpm.

Machines of this type were used by Glen Hayes and Bill Bell (the same) to earn district 37's number five and twenty-one plates in 1964.

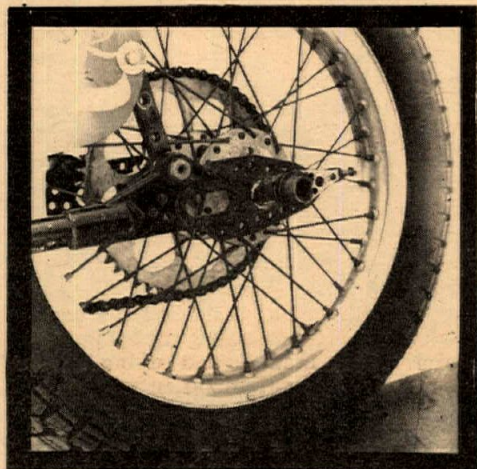
CEMENT TOO

Eddie Wirth used a Honda CB 160 prepared by L.B. Honda to earn the number four spot in the April ninth running of the Long Beach Indoor Short Track. This bike was modified only to the extent of removing all extra weight and installing the proper seat, tank, handle bars, cross-over exhaust pipes, and a good dyno tune-up.

When asked what potential the Honda CB 450 might have for the half-mile, Bill Bell grinned and admitted only to having one in the planning stage. "I don't want to put one on the track until I know it's ready, and that probably won't be until the 1967 season."

From what he said, it should only be necessary to strip the bike to the bare bones, make the usual flat track modifications (rigid rear end, cross-over pipes etc.), and find an extra ten or twelve horse power, boosting the output to 50-55 snarling, tiger-type horses.

If this be the case, then whoever they put on this beast may be the man to watch in '67 because Bill Bell and Clyde Litch have a reputation of fielding only the best and Long Beach Honda likes to sponsor winners.



Wheelbase is lengthened by welding on extension plates.

MEET THE RACERS

This is the week a new feature begins in CYCLE NEWS. Each week we will introduce to you a different cycle racer. We chose to begin this series with our favorite flat tracker, BLACKIE BRUCE, #38x.



Blackie's story is that of a local boy making good. He was born in the Southland, Los Angeles to be exact. He started racing in Hare Scrambles at the early age of 14 years. When he was 20 years old he began his flat track career, right at the old Gardena 1/4 mile dirt track. He has enjoyed numerous wins in eight years of racing. As a Novice rider, he did real well, winning almost all the races he entered. He enjoyed a successful amateur year, as well, moving directly up to Expert. And finally, when he had been an Expert for several years, he was crowned 1964 Dirt Track Champion.

Blackie is married, and the father of 6 children, a real family man. He is the parts manager for Norm Reeves Cycle Shop. He is an amateur numismatist (coin collector), and his other favorite sport is archery.

Blackie Bruce exemplifies all the good in cycle racing. He is neat and clean on the track, as is his equipment and his mode of racing. He is riding a Royal Enfield sponsored by Shell Motors in Lynwood. Watch for Blackie #38x each Friday night at the races—root for him—you'll find you're on the winning side.



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Photos by Maureen Lee

POINTS AT BAY MARE

Largest number of entries at the Los Padres M.C. Bay Mare Scrambles were in the small bike division, and happiest rider in that group was Scotty Coyne, Jr. In the 50cc class he took third over-all which gave him the second place Amateur trophy. For the record, Scotty is eight years old!

Bay Mare and the Los Padres M.C. had a very small turn-out on Sunday, due to a variety of reasons. These included everything from no posters being sent out to a rumor making the rounds Friday and Saturday that all scrambles were cancelled due to the current insurance hassle. In some of the big bore classes there were only four entries, providing exciting racing. No one really ran away in any class, it was a closely contested pack fight all the way.

Left: Steve Scott was in winning form again at Bay Mare Sunday.



Above: Scotty Coyne Jr. and his first trophy.



The 100 class saw Johnny Graham leading the rest of the wailers to first place.

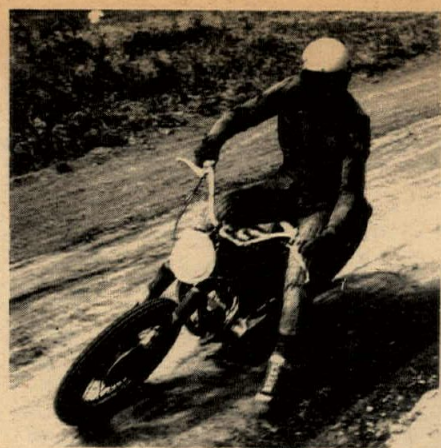
As usual, the 250cc Experts put on a good show. Steve Scott aboard his Bultaco won, but Dewayne Keeter on his new Montesa was never far behind.

It would be hard to choose the most exciting of the big bore classes. The classes were very small, but as we mentioned before, there was lots of action.

The Nov-Am 500 group had a wild time of it on two BSA's, a Matchless and a Velocette. Velocette-mounted Richard Vincent turned in some fine riding but at the end it was Chuck Berry, BSA in first place.

The Open Novices were also spectacular. Clyde Charles Von Schnase on a Triumph did in the rest of the gang showing fine style, but H-D mounted Roger Shoenrock was right there and results would have been different if Von Schnase had made a mistake. He didn't.

The Open Experts were all aboard Triumphs and all were good enough to have won. Ron Kruseman took that honor with smooth riding, beating out Dewayne Keeter, Loren Andress and

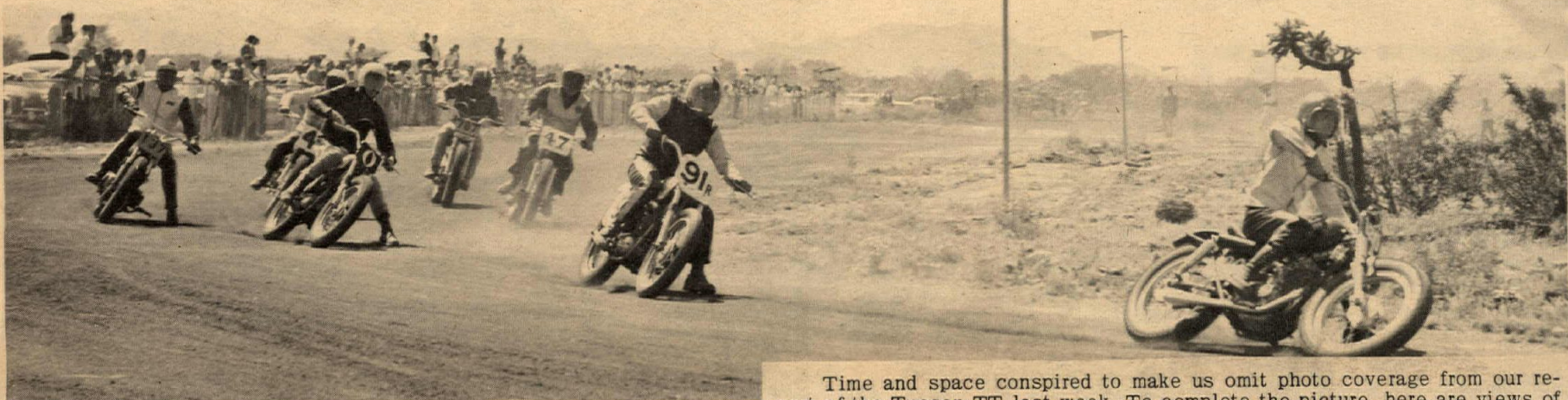


Clyde Von Schnase makes a comeback.

Rick James. At times, you could have lassoed the bunch of them with a 6 foot loop. Rick James, who did such a good job in the rough at the Irvine Motocross, led the pack a couple of times, especially on the starts, but they always got him sooner or later. The reason? Rick was having the experience of fighting to keep a rear end with a big knobby on it from sliding away on him.

(Results on page 12)

"WE T.T.'D IN TUCSON"



A flock of 250's storm around the billiard-smooth Tucson track, led by ace Mike Bradley.

Time and space conspired to make us omit photo coverage from our report of the Tucson TT last week. To complete the picture, here are views of the action. Next and last TT before Eastside Park closes for the summer will be May 8th.

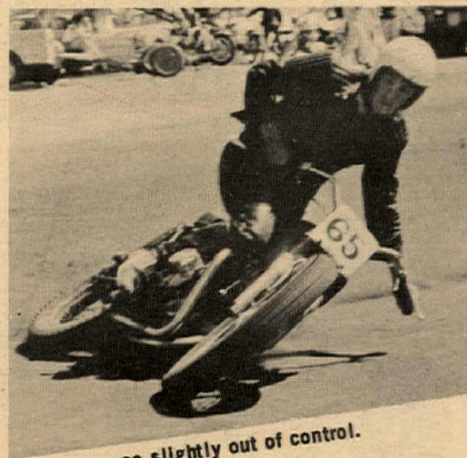


Ducati star Bobby Beard all crossed up.

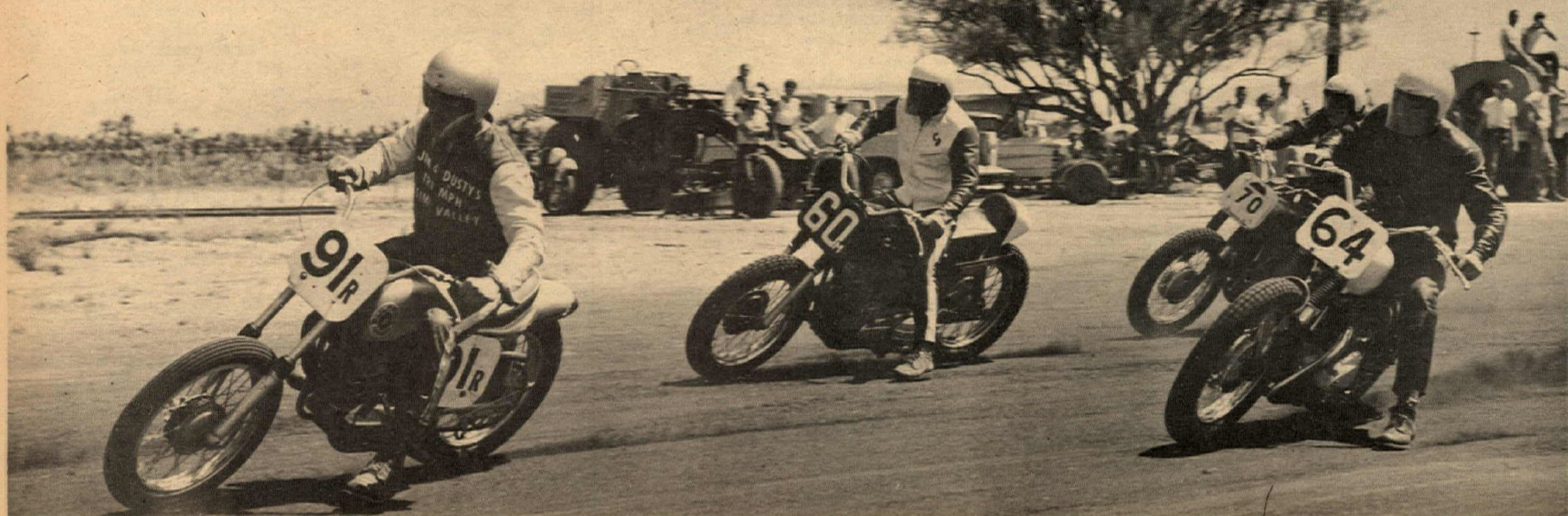


Tucson champ Pairman overdid it and ended up like this.

Below: two Californians and two Tucsonians, Dusty Coppage, Clyde Bucklew, John Brockett, George Stirber.



Ever so slightly out of control.



to proceed uncontested through the remaining lap to victory.

Two Production events were held 100cc - 200cc which was won by Chief Galbraith on a Bultaco, and 250cc - Open which was won by Bill Holst on a Triumph, followed by #99 Dick Hinson also on a Triumph. Dick was the previous winner of the event at Willow Springs. Third place over-all went to #33, Walt Fulton III on a little 250cc Suzuki. Walt continually gave the front runners competition throughout the entire event.

The final event of the day, for 350, 500cc open class Grand Prix machines, was won by #58, Bill Manley on his 650 BSA, followed by #11, Ron Grant on a 350 Honda. Ron won over-all in the heat race but was only able to take second over-all and first in class in the main event. Closely following Ron was Don Vesco from San Diego on a G50 Matchless, finishing third over-all and first in class. Fourth over-all and second in class was Tom Hoyt from San Diego on a Triumph. This was probably one of the most interesting events of the day.

The actual bike to receive the checkered flag and finish first over-all was #16, Dick Hammer. He had requested permission to run in the

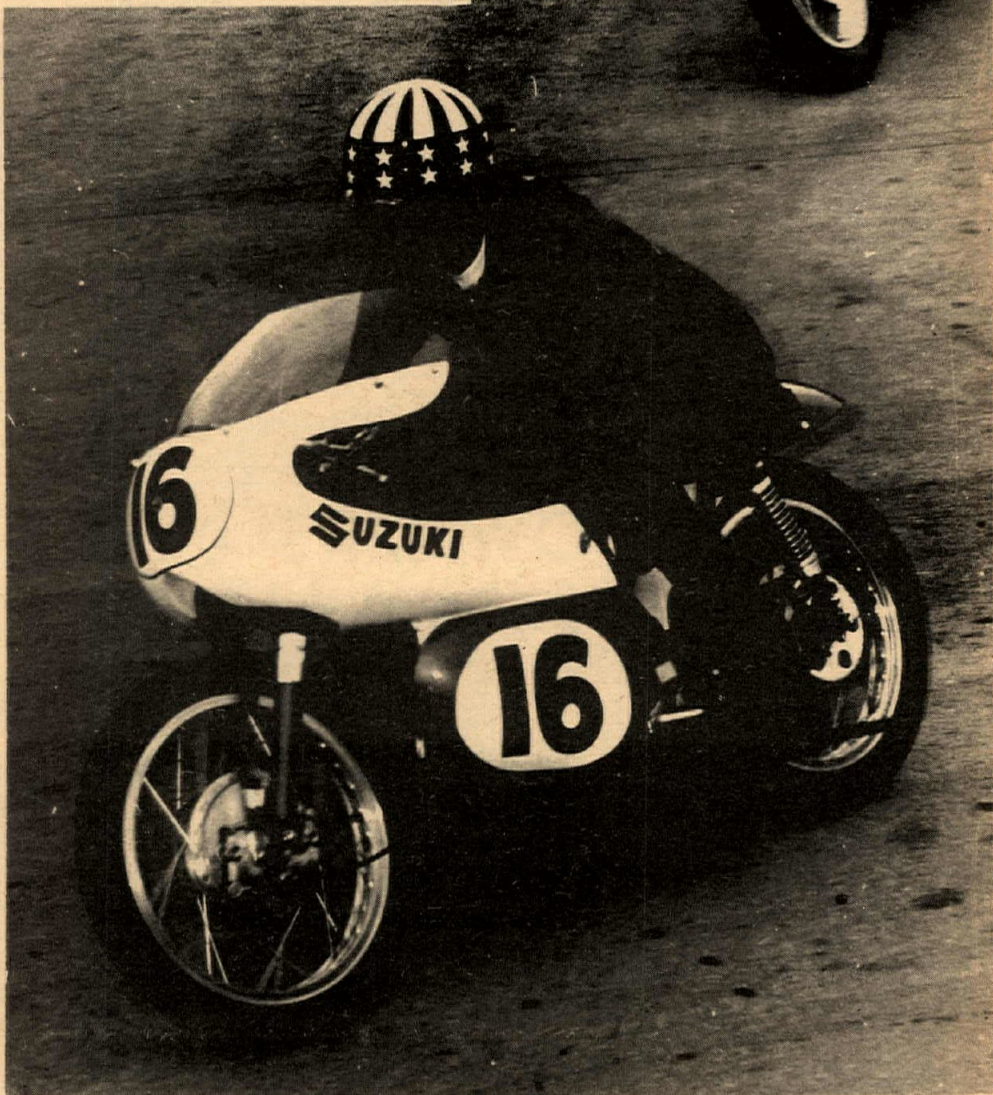
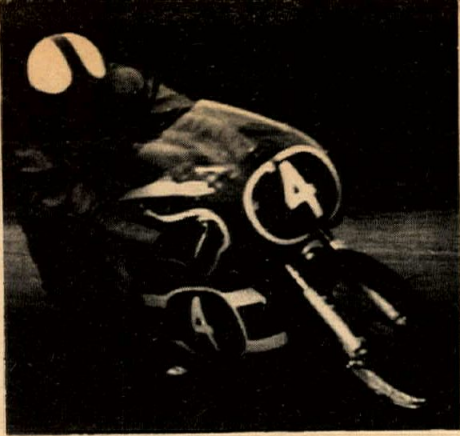
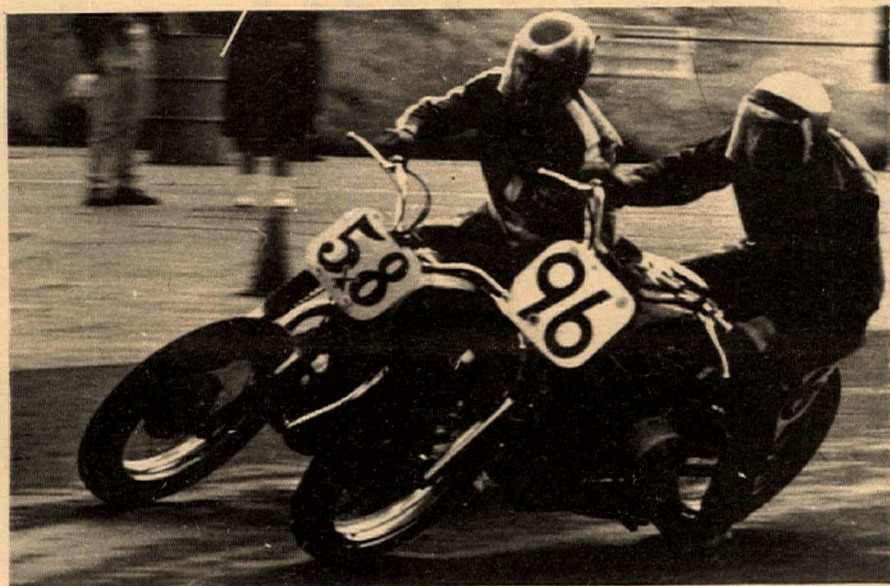
Right: 100cc Class winner Barry Herrmann.

rear of this event in order to obtain a little more practice on the course and was not to be scored for his running. Dick displayed tremendous riding skill and talent by continually challenging Bill Manley on his 650 BSA. It looked as if Dick commanded a little more acceleration out of the corners but the Suzuki was not able to get to top speed as fast as the BSA. Manley was able to pass Hammer at the end of several of the long stretches. On the last lap, coming through a chicane into the start-finish line, Hammersucked in behind Manley and began to draft him. At the opportune moment, Hammer showed his real riding skill. Manley peeped over his left shoulder to see where his opponent was. At this precise moment, Hammer tucked under the fairing and passed Manley on the right side under his elbow and pulled into the lead, beating Manley across the start-finish line by approximately six feet. Needless to say, this sent the crowd into a cheering frenzy.

The day was marred by several crashes, but happily no one sustained serious injuries.

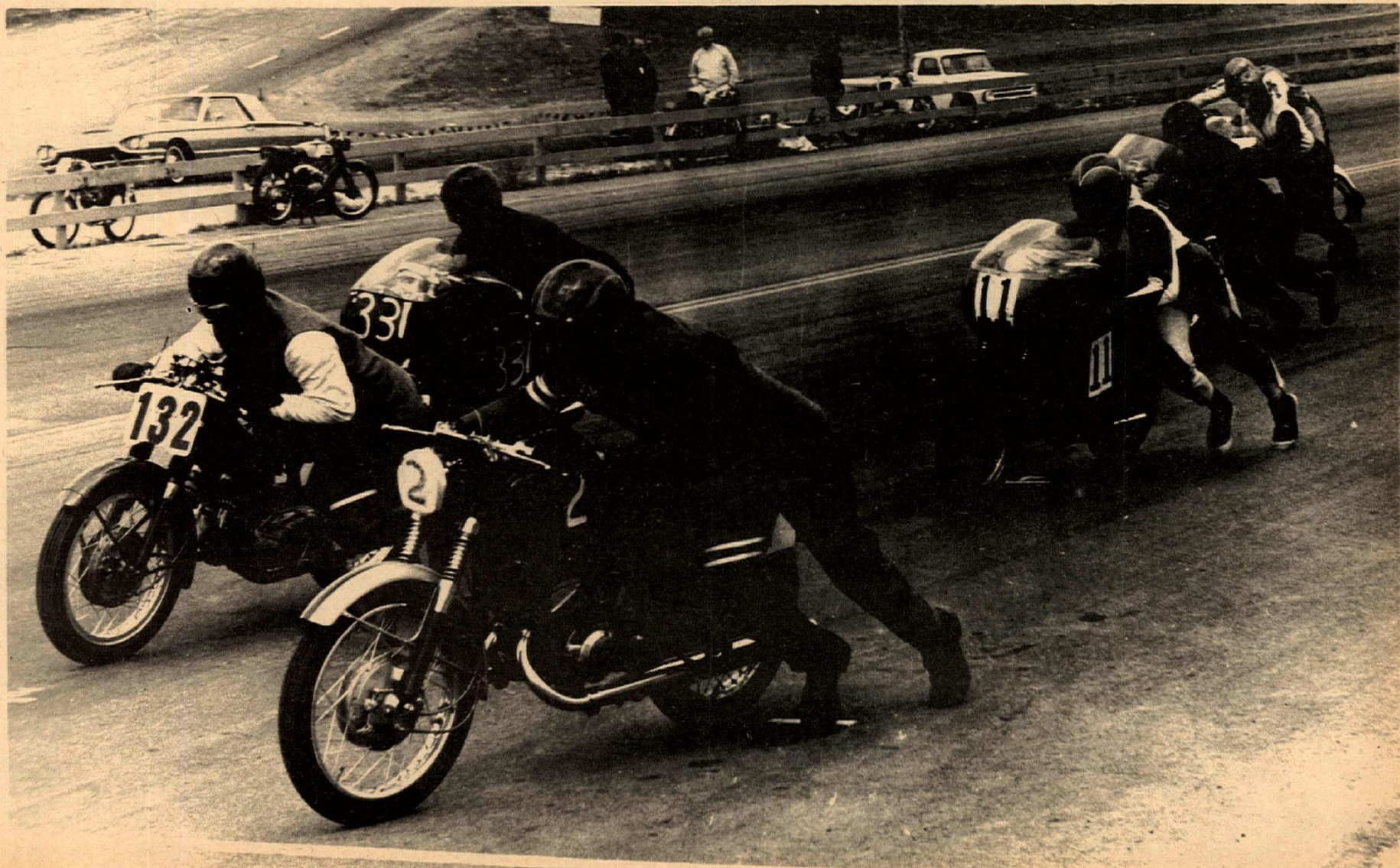
The next ACA road racing event will be at Riverside International Raceway at the FIM sanctioned U.S. National Open on May 22nd. (Results on page 12)

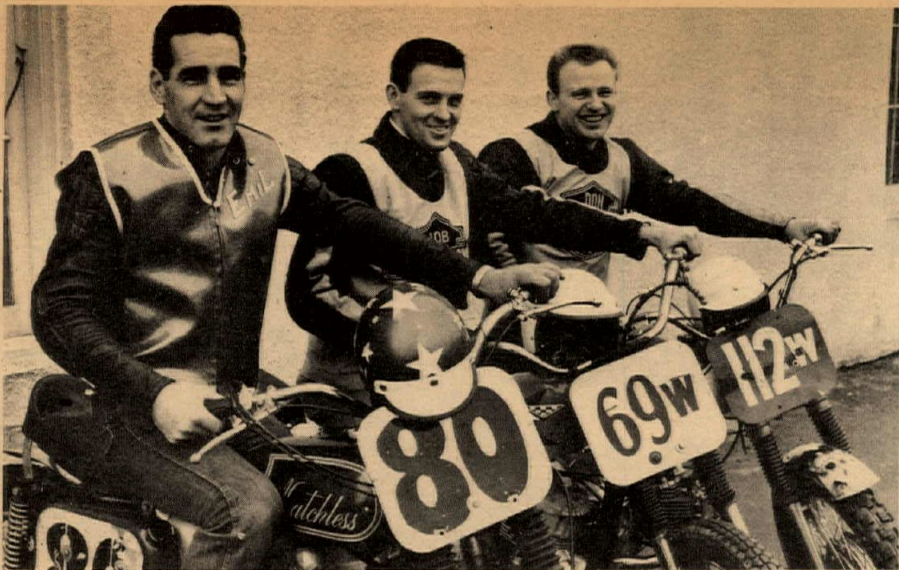
Below: Open Class winner Bill Manley dices with Lee Patterson, #96.



Above: We'll swear that's John Buckner riding Dick Hammer's bike, or else it's Dick Hammer wearing John's costume.

Below: 250cc Class pushes off to begin another hairy round. That's John Balaam in foreground, #331 is Jerry Stanley, #331 Robert Bender and #11 Paul Conserriere.





TOP-FLIGHT TACOMA TRIO

Tacoma, Washington is proud of its record as a producer of top-flight Northwest motorcycle competitors.

Emil Ahola, A.M.A. Expert TT high point winner, Bob Smith, A.M.A. amateur high point winner, and Don McLeod, novice TT high point winner for Washington State, all claim Tacoma as their hometown.

The champions won their points in a period of only 15 weeks owing to Washington state's rather short dry season.

Washington professional racing has really only come to the fore within the past three years. Sanctioned A.M.A. competition is gaining momentum as the public interest in this most exciting sport increases.

THE FINISH LINE

By ROXY
ROCKWOOD

The boys finally got around to putting the brakes on Sammy Tanner last Friday night. Lawwill, Haaby and White, the same three that took turns beating Sam early last year supplied to barrier this time.

Sammy loses hard and will not take defeat in a light manner. He wants nothing but first place and the money that goes with it. He also wants the Lion's share of the new point fund money at the end of the season.

If there was ever a true professional racer around these parts, Tanner is the one. Haaby and Lawwill are close behind. All three would rather race than eat. If they don't race, they don't eat.

Mert and Dan have bigger ideas than Sammy when it comes to racing. Tanner is more or less content to race at Ascot and stry away only for mile track events at Springfield and Sacramento. He is also not the all-around rider that Haaby and Lawwill are.

Mert is one of the fair-haired boys for H-D while Haaby is Pete Coleman's no. 1 charger for BSA-Western. Both riders will hit the national circuit later in the season.

It has long been a topic of bench racing as to whether a rider basks in more limelight by being top gun at Ascot every week or the number one rider in the national point standings.

Regardless of which way a rider goes he will make money. Staying

home and being a consistent winner at Ascot has many advantages. Running all over the country and winning also has many advantages.

We don't really know which is more difficult. Trying to beat Sammy every week at Ascot is as difficult as going to a different track every Sunday and meeting all the best riders, except Tanner.

National champions have never really received their just due as top winners in their chosen sport. Ask the first ten guys you meet on any street who the present champ is and odds are that he won't even know they are racing cycles anywhere.

Therefore, the only thing that makes it all worthwhile is the ever lovin' dollar which Tanner seems to make in large bundles every week at Ascot, win or lose.

He also has no travel expenses, no motel bills and spends less than four hours per week running around

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in circles. Sammy gets paid by the minute, not the hour. He is only on track once a week for a grand total of about ten minutes!!

The cycle he rides is set up at the beginning of the season and left that way week after week. They may change a tire once in awhile or do a valve and ring job, but not much more.

Racing at Ascot every week does have its advantages if you are a winner. How about the rest of the riders? It must get pretty discouraging week after week to have dirt thrown all over you and take home a fraction of the purse. But that's racing. Ascot still has more riders win main events than any other track going. Tanner receives, and rightly so, most of the glory, money and limelight. But he does have a great group of riders that make up the supporting cast.

The semi-main last week was the prime example of this. Eddie Wirth, Jim Nicholson and Chris Draayer put on every bit as good a race as has been run at Ascot in a long time. It was only the semi and all were tail-end Charlies in the final, but it was still racing that you seldom see anywhere but at the local speed path.

LONG BEACH INDOOR

The curtain comes down on the final Long Beach Indoor event a week from this Saturday night on April 30th. I would rate the last event early in the month as the best to date of the four that have been run.

The riders are getting the experience and know-how. The equipment is now matching the rider ability. It is a completely different type of racing than on the dirt tracks so there can be no comparison.

Trojan Enterprises has taken a giant step in bringing a new type of racing to the area. The race a week from now will be the last until next winter. It is a show from start to finish on the small bombs.

They are already planning for the new season that will start in late October or early November. Indoor racing should become a winter months event year in and year out. Dirt track racing and indoor racing should not overlap, there is enough time and room for both in the area.

CARLSBAD AMA ROAD RACING

Will start next week writing about the coming professional road race at Carlsbad on May 15th. The response has been unbelievable for the first money road race in the state since 1959. It will be open to all novice, amateur and expert riders. The sportman portion that was originally included has been eliminated for the May race to devote full effort to the professional's.

If the first purse event goes well there will be at least six a year from then on, with room also for the sportman racers without pro licenses.

Right Mert Lawwill zooms to Ascot 1/2 mile expert class victory and trophy dash win Friday night, April 15, 1966



Left: Marty MacDonald makes it two in a row, novice class Ascot 1/2 mile feature April 15, 1966

IT TAKES THE BEST TO BEAT THE REST

So. Calif. **HARLEY-DAVIDSON**
Dealers Association

COOLIES COLUMN

By Wes Cooley

With the approach of May 22nd and the first FIM sanctioned race at Riverside International Raceway, the U.S. National Open, we have hope that a new era will begin for Grand Prix Motorcycle racing in Southern California. This will be a certification race and will be observed by Major Goode, Secretary-General of the FIM. Major Goode will be brought by Riverside Raceway from Geneva, Switzerland in order to certify the course so it will be eligible for a world's point race, hopefully in the latter part of 1966. Riverside right now expresses interest in holding two large international events per year on their race course, Of Course, this all depends on the success of this first event.

Information and entries may be obtained by contacting the ACA office at 145b W. Whiting, Fullerton, California. The deadline for entries is set for May 16th.

We're very happy to hear that the final team for Cycle World entry in June at the Isle of Man has been selected. The team will consist of Buddy Parriott, Don Vesco and Ron Grant, and as an alternate, Gordon Jennings. The team will be furnished with 250cc Yamahas and will participate in the 250cc class. This will be the first time that the United States has ever entered a team at the famous Isle of Man event, and we're looking forward to more teams participating in the future. We had previously reported in this column that Tony Murphy would be a member of the team, but Tony is still in the Army and will not be released in time to

participate, so Mr. Grant was asked to fill his spot. We're sure Tony is very disappointed, but former Englishman Ron will do an excellent job in representing the United States at this event.

For the information of anyone who is interested in entering the Isle of Man TT Classic, entries close May 22nd. If you would like to know more concerning this event, you may also contact the ACA office listed above.

The ACA will have the opportunity to promote another European Motocross at Irvine on May 1. More on this in next week's column.



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RESULTS

A.C.A. ROAD RACES Carlsbad Raceway April 17, 1966

50cc CLASS Class 1

- | | |
|------------------|-----|
| 1. Haruo Koshino | SUZ |
| 2. Yoshio Itoh | SUZ |
| 3. Colin Jones | HON |
| 4. Tony Nicosia | SUZ |
| 5. Walt Fulton | SUZ |

Class 11

- | | |
|-------------------|-----|
| 1. Mike Capalite | TOH |
| 2. David Jones | TOH |
| 3. Jerry Senseman | TOH |
| 4. Sid Chambers | BEN |

100cc CLASS

- | | |
|--------------------|-----|
| 1. Barry Herrmann | YAM |
| 2. Donald Anselm | YAM |
| 3. Ken Gardner | HON |
| 4. Allen Woods | YAM |
| 5. Donald Thomas | YAM |
| 6. Chief Galbraith | YAM |
| 7. Ron Garry | YAM |
| 8. John Clarke | HON |
| 9. Mary Galbraith | YAM |
| 10. Jeff Pasternak | YAM |

125cc CLASS

- | | |
|-----------------------|-----|
| 1. Haruo Koshino | SUZ |
| 2. Bruce Shaw | HON |
| 3. Steve Pederson | HON |
| 4. Alan Leonard | LR |
| 5. Larry Schoenfelder | HON |
| 6. Steve Galbraith | TOH |
| 7. Chief Galbraith | BUL |

175cc CLASS

- | | |
|-------------------|-----|
| 1. G. R. Brown | MON |
| 2. Richard Tetz | HON |
| 3. Robert Seyfert | HON |
| 4. M. Conserriere | DUC |
| 5. Frank Smith | SUZ |
| 6. Barry Taylor | DUC |

250cc CLASS

- | | |
|--------------------|-----|
| 1. Dick Hammer | SUZ |
| 2. Haruo Koshino | SUZ |
| 3. Robert Beard | YAM |
| 4. Walt Fulton | SUZ |
| 5. Ron Grant | SUZ |
| 6. Steve Gibson | YAM |
| 7. Cliff Rohfling | H-D |
| 8. Dallas Baker | SUZ |
| 9. Gordon Jennings | H-D |
| 10. Robert Bender | HON |
| 11. Dick Kilgroe | SUZ |
| 12. Donal Angel | DUC |
| 13. Jerry Stanley | HON |
| 14. Dave Smith | SUZ |

Production Under Class

- | | |
|-------------------|-----|
| 1. Mike Cook | YAM |
| 2. Bob Colborn | YAM |
| 3. Ken Chriscoe | YAM |
| 4. Jerry Senseman | YAM |
| 5. Mary Galbraith | YAM |

125cc CLASS

- | | |
|-----------------|-----|
| 1. David Damron | TOH |
| 2. Myron Tracy | HON |

175cc CLASS

- | | |
|--------------------|-----|
| 1. Barry Taylor | SUZ |
| 2. Don Tucker | SUZ |
| 3. Larry McWheeler | SUZ |
| 4. Frank Smith | BUL |

200cc CLASS

- | | |
|--------------------|-----|
| 1. Chief Galbraith | BUL |
|--------------------|-----|

350cc CLASS

- | | |
|--------------------|-----|
| 1. John Clarke | HON |
| 2. James Bartolome | YAM |

500cc CLASS

- | | |
|-----------------|------|
| 1. Dick Kilgroe | HON |
| 2. Robert Galaz | HON |
| 3. Gerald Shere | VELO |

OPEN CLASS

- | | |
|----------------|-----|
| 1. Bill Holst | TRI |
| 2. Dick Hinson | TRI |

350-500-OPEN CLASS

- | | |
|-----------------------|-----|
| 350cc CLASS | |
| 1. Ron Grant | HON |
| 2. James Deehan | HON |
| 3. Robt. Fleckenstien | HON |
| 4. P.J. Bosarge | HON |
| 5. Huch McLean | HON |
| 6. James Sitz | COT |

500cc CLASS

- | | |
|-----------------|-----|
| 1. Don Vesco | MAT |
| 2. Dick Kilgroe | HON |
| 3. Mike Hoffman | HON |

OPEN CLASS

- | | |
|------------------|-----|
| 1. Bill Manley | BSA |
| 2. Tom Hoyt | TRI |
| 3. Ron Hagest | NOR |
| 4. Ron Christie | NOR |
| 5. Lee Patterson | H-D |

Production Over 250cc CLASS

- | | |
|-------------------|-----|
| 1. Walt Fulton | SUZ |
| 2. James Damron | SUZ |
| 3. John Balaam | SUZ |
| 4. Donal Angel | DUC |
| 5. Lawrence Hynan | SUZ |
| 6. Pete Neuer | DUC |
| 7. Dave Smith | SUZ |
| 8. Gary Nakano | SUZ |
| 9. Emery Kiss | DUC |

TT SCRAMBLES

Dehesa - April 10

90cc Novice Main

- | | |
|--------------|-----|
| 1. T. Mulkey | Hod |
| 2. C. Foster | Hod |
| 3. R. Roll | Yam |

200cc - Moto

- | | |
|----------------|-----|
| 1. J. Kenyon | Bul |
| 2. J. Faulkner | Suz |
| 3. G. Geyer | Bul |
| 4. H. Matthews | Hon |

250cc Amateur - Moto

- | | |
|-----------------|-----|
| 1. M. Carter | Bul |
| 2. B. Davis | Bul |
| 3. J. Weishaupt | Bul |
| 4. L. Willeford | Duc |

500cc Open Novice - Moto

- | | |
|----------------|-----|
| 1. G. McElrath | BSA |
| 2. M. Goodwon | Tri |
| 3. G. Smart | Tri |
| 4. R. Dodson | Hon |

650cc Open Novice - Moto

- | | |
|-----------------|-----|
| 1. D. Lance | BSA |
| 2. K. Engler | BSA |
| 3. J. E. Worley | H-D |
| 4. H. Clifton | Ind |

90cc Expert - Moto

- | | |
|---------------|-----|
| 1. R. Sharp | Yam |
| 2. R. Foster | Yam |
| 3. S. Whitten | Hon |
| 4. S. Cooper | Hod |

250cc Lt. wt. Novice - Main

- | | |
|----------------|-----|
| 1. R. Vesco | Mon |
| 2. F. Angelo | Bul |
| 3. R. Williams | Gre |
| 4. D. Jones | Mon |
| 5. L. Bishop | Bul |

250cc Expert - Moto

- | | |
|-------------------|-----|
| 1. J. McMurren | Bul |
| 2. D. McCarley | Gre |
| 3. B. Silverthorn | Mon |
| 4. Harry Hayes | C-Z |

500cc Open Expert - Moto

- | | |
|----------------|-----|
| 1. C. Minert | BSA |
| 2. G. Admire | Hon |
| 3. R. Martin | Eso |
| 4. R. Calloway | BSA |

650cc Open Expert - Moto

- | | |
|------------------|-----|
| 1. T. Petton | Tri |
| 2. V. Gillihan | Tri |
| 3. P. Nowakowski | Tri |
| 4. A. Finan | Tri |

90cc Powder Puff

- | | |
|-----------------|-----|
| 1. M. Whitten | Yam |
| 2. Chris Wanket | Yam |
| 3. C. Gooding | Yam |
| 4. S. Ramsey | Hod |

ASCOT RESULTS

Friday, April 15, 1966

EXPERT TROPHY DASH

- | | |
|-----------------|-----|
| 1. Mert Lawwill | H-D |
| 2. Sammy Tanner | BSA |
| 3. Guy Louis | ENF |
| 4. Dan Haaby | BSA |

15 LAP EXPERT FINAL

- | | |
|------------------|-----|
| 1. Mert Lawwill | H-D |
| 2. Sammy Tanner | BSA |
| 3. Ralph White | BSA |
| 4. Dan Haaby | BSA |
| 5. Eddie Hammond | BSA |
| 6. Chuck Jones | VEL |
| 7. Eddie Wirth | BSA |
| 8. Guy Louis | ENF |
| 9. Dick Hammer | BSA |
| 10. Chris Drayer | H-D |

10 LAP AMATEUR FINAL

- | | |
|-------------------|-----|
| 1. Pete Bodette | BSA |
| 2. Bert Ershig | BSA |
| 3. Casper Grief | BSA |
| 4. Tim Harris | BSA |
| 5. Ron Kruseman | BSA |
| 6. Whitey Harper | BSA |
| 7. John Carter | BSA |
| 8. Butch Landguth | H-D |

8 LAP NOVICE FINAL

- | | |
|-------------------|-----|
| 1. Marty McDonald | H-D |
| 2. Phil Todd | H-D |
| 3. Chris Hartman | BUL |
| 4. Jim Deehan | HON |
| 5. Don Roberts | YAM |
| 6. Ed Applegate | MON |
| 7. Dave Lewis | BUL |
| 8. Roy Spiker | ENF |
| 9. Dick Turner | BUL |
| 10. Len Earl | H-D |
| 11. Bill Odem | BUL |
| 12. Carl Spotts | YAM |

ENGLISH TRIALS

Baldwin area
April 17, 1966

MASTERS

- | |
|-------------|
| Jim Wilson |
| Bob Grove |
| Dan Carlton |

EXPERT CLASS

- | |
|--------------------|
| Charles Blossfield |
| Jim Cameron |
| Dean Kerr |

AM. HEAVYWEIGHT

- | |
|----------------|
| Harry Brattin |
| Wesley Chester |

AM. LIGHTWEIGHT

- | |
|---------------|
| Mike Thornton |
| Norm Wallace |
| Pat White |
| Glen Bennett |
| Fred Hehr |

AM. ULTRA-LT.

- | |
|--------------|
| Larry Powell |
|--------------|

LOS PADRES M.C.

Bay Mare
April 17, 1966

50cc MAIN

- | | |
|--------------------|-----|
| 1. Johnny Graham | HON |
| 2. Allen Pinole | HON |
| 3. Scotty Coyne Jr | SUZ |
| 4. David Garschrer | HON |

100cc MAIN

- | | |
|------------------|-----|
| 1. Johnny Graham | YAM |
| 2. Ken Green | HON |
| 3. Tommy Sherman | HON |
| 4. Ron Cox | SUZ |

175cc MAIN

- | | |
|------------------|-----|
| 1. George Omo Jr | MON |
| 2. Bill Warner | BUL |
| 3. Michael Cruna | MON |
| 4. Dave Straman | BUL |

200cc MOTO

- | | |
|-----------------|-----|
| 1. John Reagan | BUL |
| 2. Ron Bird | BUL |
| 3. Dale Goetz | BUL |
| 4. Larry Derwin | BUL |

250cc AM-NOV. MOTO

- | | |
|-------------------|-----|
| 1. L. Schumaker | GRE |
| 2. Donald Afflack | BUL |
| 3. Gary McLarty | BUL |
| 4. Chuck Perritt | H-D |

250cc EX. MOTO

- | | |
|------------------|-----|
| 1. Steve Scott | BUL |
| 2. Dwayne Keeter | MO |
| 3. Jerry Hansen | BUL |
| 4. A.J. Castanya | MO |

FONTANA DRAG RESULTS

Sunday, April 17, 1966

- | | | |
|-----------------|-----------------|-----|
| "A" | Bruce Gray | H-D |
| "C" | Norm Junkermeir | TRI |
| "C" Opt. | Jerry Nance | TRI |
| "D" Opt. | Walter Magness | --- |
| "G" Opt. | Bill Forsyth | HON |
| "H" | Norm Junkermeir | YAM |
| "I" | Allen Berry | HON |
| "F" Mod. | Steve Rowles | SUZ |
| "H" Mod. | John Shertz | YAM |
| "I" Mod. | Dan Sall | YAM |
| A/Gas | Richard Decker | H-D |
| C/Gas | Al Gonzenbach | HON |
| E.T. BRACKET #2 | Bud Martinez | TRI |

IRWINDALE RESULTS

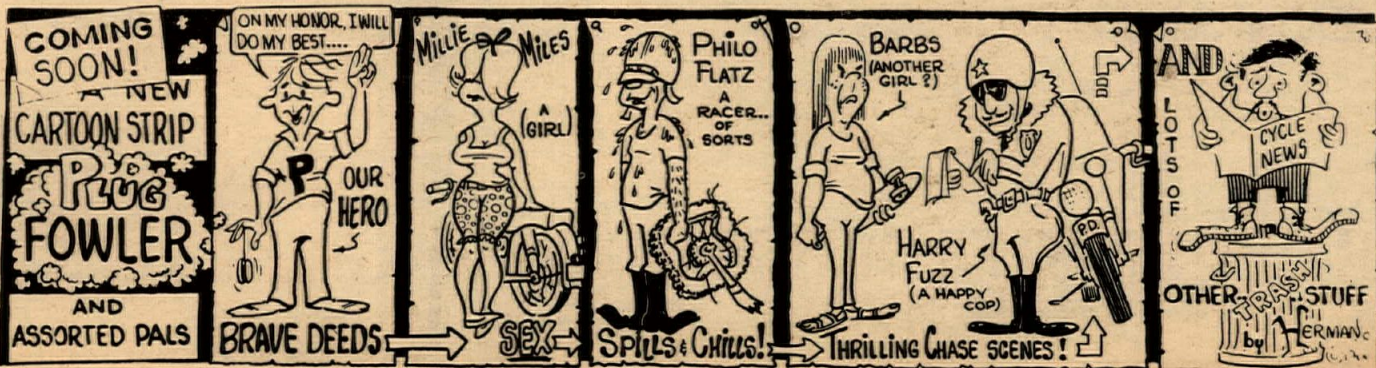
Saturday, April 16, 1966

- | | | | |
|------------|-------------------|-----|--------------|
| TOP FUEL | Don McEvoy | TRI | 11.10-132.92 |
| RUNNER-UP | Bob Ebeling | HON | 12.83-109.63 |
| TOP GAS | Millard Disharoon | H-D | 12.06-111.00 |
| TOP STREET | Bill Fleming | TRI | 12.76-101.39 |
| A/FUEL | Howard Allen | H-D | 11.35-125.70 |
| B/FUEL | Don McEvoy | TRI | 11.01-132.92 |
| C/FUEL | Bob Ebeling | HON | 12.83-109.63 |
| A/GAS | Millard Disharoon | H-D | 12.06-111.00 |
| B/GAS | Nira Johnson | TRI | 11.85-115.23 |
| C/GAS | Len Jasmin | TRI | --- |
| AA/STREET | Ed McDonald | H-D | 12.33-106.02 |
| A/STREET | Al Sherwin | H-D | 13.44-98.79 |
| B/STREET | Bill Fleming | TRI | 12.78-101.39 |
| C/STREET | Dale Kingsley | HON | 15.27-82.34 |
| E/STREET | Danny Sandoval | YAM | 16.87-73.34 |

LIONS RESULTS

Sunday, April 17, 1966

- | | | | |
|----------|-------------------|-----|--------------|
| TOP BIKE | Millard Disharoon | H-D | 12.05-108.04 |
| B/STREET | George Jonovich | NOR | 12.98-101.35 |
| C/STREET | Bruce GilPatrick | HON | 15.73-79.57 |
| D/STREET | Steve Cox | HON | 16.17-77.82 |
| E/STREET | James Sauer | YAM | 17.63-72.00 |
| F/STREET | Bill Clarke | HON | 20.93-62.50 |
| A/GAS | Millard Disharoon | H-D | 12.17-106.76 |
| E/GAS | Ruben Portillo | --- | --- |
| F/GAS | Gerald Korman | MON | 21.78-53.12 |
| A/FUEL | George Utterback | H-D | 12.94-102.97 |

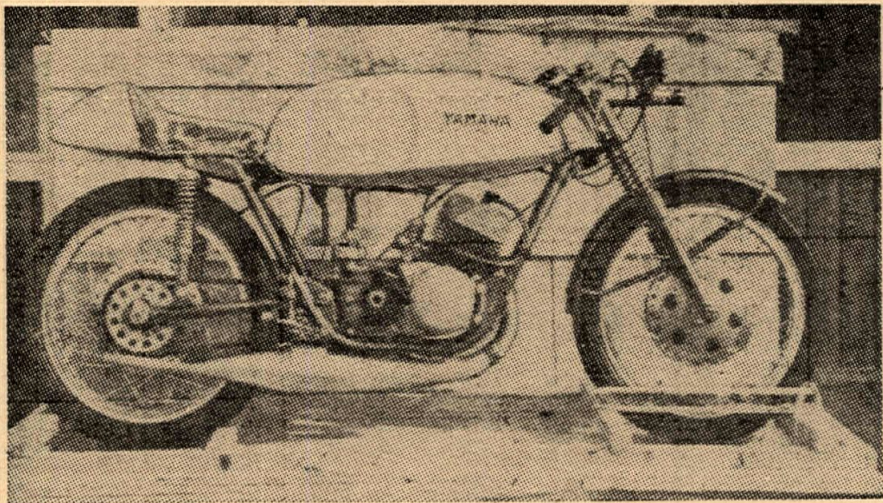


NEWS FROM JAPAN

By Sun Young Choy

MEET SUN YOUNG CHOY

"Missah Choy," as he is affectionately known, speaks and reads Japanese fluently. Traveling about the west, calling on dealers for his distributing firm, Young's Cycle Supply, Choy is forever being asked questions about the motorcycle trends originating in Japan, as an air mail subscriber to the Japanese equivalent of CYCLE NEWS, Choy keeps up with the latest developments from Japan, and has agreed to share his info with CYCLE NEWS readers. This is the first of a regular bi-weekly column telling the latest.



Yamaha Production 250 to England

A new version of the Yamaha 250cc TD1B production racers have arrived at London. Six of them were tested by Paget brothers on March 26th. The new TD1B turns 10,000 to 11,000 rpm and 35 hp compared to 8,500 rpm and 32hp of the 1965 model. It produces the maximum power at 8,500 rpm and according to the riders, the front wheel was up in the air when they were changing from 2nd to 3rd gears. The price in England is \$1,500.

World Motorcycle Production (1965)

	Under 50cc	Above 51cc	Scooter	Total	Total (1964)
Germany	230,450	9,786	2,817	243,053	239,444
Spain	65,183	44,028	48,029	207,240	172,218
France	1,111,867	10,545		1,122,412	1,132,741
England	38,445	64,234	3,815	96,494	99,521
Italy	250,000	311,870		561,870*	588,500
Japan	645,601	1,531,614	35,569	2,212,784	2,110,335

*Scooters included in 51cc and up in Italy

Honda Provides "Community Sales Room" for Dealers

Honda Motor Co. opened another sales room at Osaka on March 27th which is similar one to the Number 1 Sales Room in Tokyo. The new building has three-stories and a basement. First and 2nd floors will be used as sales room and 3rd floor for Honda branch offices at Osaka and the basement for the parking lot.

The purpose of the sales room is that all dealers in the area can use it as show room, and sales room.

In the building there are retail sales contract rooms, catalog stands, meeting rooms, snack stands and elaborate displays of Honda motorcycles as well as four wheelers.

There are also push button movie screens to watch grand prix races and factory facilities, accessory counters, and machine clinics where customers can test the new machines before buying them.

Honda and Suzuki low car prices

Both Honda and Suzuki lowered their automobile prices in April

Honda Car	New price	Reduction
S600	\$1,600.00	\$11.00
S600 Coupe	1,670.00	11.00
SM600	1,690.00	11.00
SM600 Coupe	1,800.00	120.00
S800	1,810.00	14.00
S800 Coupe	1,890.00	14.00
SM800	1,950.00	14.00
SM800 Coupe	2,050.00	14.00
Suzuki Car		
Suzulite FEA 360	1,055.00	8.40
Suzuki Frontier C10D	1,500.00	14.00

Monthly Motorcycle Production in Feb., 1966

	Under 50cc	Above 51cc	Scooter	Sub-total
Honda	34,325	83,306		117,631
Yamaha	5,680	21,925		27,605
Suzuki	11,719	15,452		27,171
Bridgestone	454	5,149		5,603
Kawasaki	252	5,994		6,246
Lilac		1		1
Fuji			2,050	2,050
Grand Total				186,307

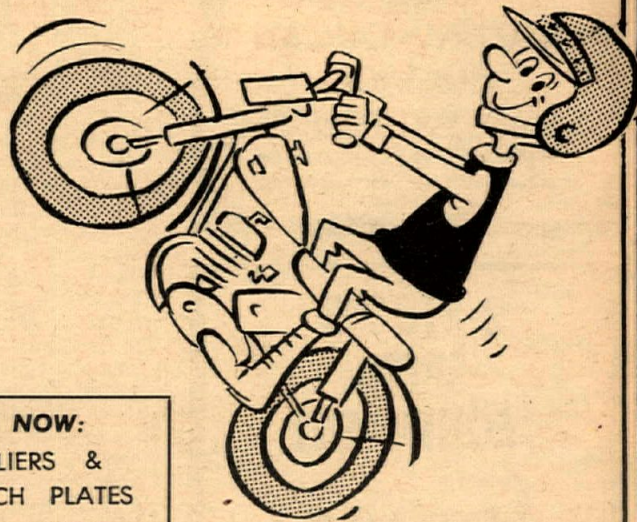
SAFE RIDE TO CW SHOW

Yamaha International Corporation, last week announced plans for the Second Annual Yamaha Safety A-Go-Go to be held at the U.S. headquarters, 7733 Telegraph Road, Montebello, on April 30 at 12 noon. The party-ride is free to all owners of the tuning fork brand.

Last year Yamaha's Director of Public Relations, Jim Jingu, dreamed up the idea of an event which could be a great deal of fun and yet would have an emphasis on safety. He decided that the logical time for this event would be when the Cycle World Motorcycle Show was being held at the Los Angeles Sports Arena. At the time of its conception, Mr. Jingu and his staff had less two weeks to plan and put together this event. Some 1200 people attended and were treated to free Royal Crown Cola, Wilson's hot dogs, prizes, favors, balloons etc. County Supervisor Ernest Debs spoke to the group on safety, and Donny Brooks and his band provided the entertainment. A Yamaha Catalina 250 was given to a lucky go-goer, with second prize being a Riverside 55.

This year with more time to plan and with the successful experience of the past year as a guideline, Yamaha is conservatively predicting that some 2500 Yamaha owners will be their guest for its Second Annual Safety A-Go-Go. Free

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APRIL 24 BAKERSFIELD

CALIFORNIA,
ARIZONA & NEVADA

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Tri-State Classic

SCRAMBLES AT SPROCKETS PARK

located at the bottom of China Grade Loop, near Bakersfield

STARTING TIME: 10 a.m. Small Bikes
12:30 a.m. Big Bikes

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Deadline for tech. inspection, 9:30 a.m. and 12 noon day of the
races. Mail Entries to Sprockets M.C., P.O. Box 6132, Bakersfield,
California.) ENTRY FEE (MAIL ENTRIES ONLY) \$1.25

American Motorcycle Association District 36 A Official ENTRY BLANK

CIRCLE ONE... Novice... Amateur... Expert I... Expert II

I will ride a _____ Motor No. _____ Cu. In. _____
A.M.A. Number _____ Expires _____ Club Affiliation _____
Print Name _____ Address _____
City _____ State _____

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association, Inc., and I further agree to hold blameless the American Motorcycle Association, Inc., the Contest Committee, the Director of Contests, the Promoters, the owners of the premises or any of the lessees, for any loss or injury to myself or property, and to assume all responsibility for any loss or injury to myself or property in which I may become involved by reason of my participation in this contest.

HAVE YOU READ THIS ENTRY BLANK? (Answer YES or NO)

Rider's Signature _____ Rider's Age _____
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SAFE RIDE from page 13

refreshments will again be served and well qualified spokesmen will give pointers to the gathering.

Highpoint of the ride last year, and again this year, is the mass ride from Yamaha's headquarters at Slauson and Telegraph in Montebello to the Los Angeles Sports Arena to attend the Cycle World Show. The entourage, led by celebrities and dignitaries (in cars), will travel west on Slauson Avenue to Figueroa Street, turn north to Santa Barbara Avenue and then travel west two more blocks to a reserved parking lot. After the prize drawing, the group will view the American Motorcycle Association's safety film, "Wisdom on Wheels," (wow) and then enjoy the Motorcycle & Custom Car Show. All participants will receive discount tickets to the Sports Arena Show, to the steeple chase at Ascot Park the following Saturday night, and to the indoor short track races at the Long Beach Arena.

Yamaha riding...Yvette Mimieux, Lori Saunders, James Darin, Sonpy & Cher have been invited.

SCHEDULE:

12 to 1 PM—Registration, refreshments, get-acquainted period.

1 to 2 PM—Guest safety speakers, presentation of dignitaries and celebrities, musical entertainment by "The Spats."

2 to 3 PM—Calvalcade to the Los Angeles Sports Arena.

MY FAVORITE MOTORCYCLE FUN GROUNDS

By Chuck Clayton

Most of us who ride motorcycles in the dirt know of one or two places not far from home where we go to practice sliding and jumping, where we can occasionally engage someone in an impromptu speed contest, and otherwise generally work the poison out of our systems.

Such "playgrounds" are not nearly as well charted as the places we must keep out of. Not knowing about all of the many good riding grounds near their homes, some avid riders have not been getting as much fun as they would like to out of their motorcycle investment.

MAP OF MOTORCYCLE FUN-GROUNDS

To correct this, CYCLE NEWS is publishing a running guide to motorcycle playgrounds, and calling on all readers and riders to share their knowledge with each other.

Only you can make the map complete, the map of motorcycle funland, by writing a brief description of your favorite funground along with directions to it, advantages, limitations and local taboos, if any, and if possible mark the area on a road map for us and send it in to CYCLE NEWS.

We will pay regular contributor rates for complete, checked-out reports as long as this series continues...So, before someone beats me to the bucks, here are my favorite fungrounds, all within the L.A. Harbor area.

DOMINGUEZ HILLS

Just a pebble's throw from Cycle News' new office, between Wilmington and Compton juts the Dominguez Hills, shelf-like, about 30 to 60 feet higher than the surrounding flat pastures and oil lands that used to belong to Senor Dominguez and his family. The hills are all that is left of the once-vast Dominguez rancho. The family mansion occupies one corner, bordering on Alameda Street and Dominguez Road. The residents and caretakers are kindly disposed toward motorcycles, but do not wish to be disturbed. Riders are directed to the Northeast corner of the estate, bordering on Alameda and 64th streets. It can be entered from Alameda or Wilmington Ave., which parallels Alameda on the West.

3 to 3:30 PM—Drawing for prizes: Bell Helmets, Accurate Accessories, and the Grand Prize of a new Twin Jet 100.

3:30 to 4 PM—Adjourn to the Sports Arena.

4 to 4:15 PM—View "Wisdom on Wheels" film on motorcycle safety produced by the American Motorcycle Association.

4:15 PM—View Cycle World Motorcycle Show.

ROUTE:

Riders led by dignitaries in open cars will travel west on Slauson Avenue, in groups of about 20, to Figueroa Street, go north to Santa Barbara, and turn west to the parking lot opposite the Sports Arena on Santa Barbara.

RACING SCHOOL OPENS APRIL 23

So you want to learn to be a road racer? Now you can, and without spending a lot of time and money. A new school has opened up and the aim is to acquaint the fledgling racer with the principles involved. Road racing is a lot of fun once you're aware of what the do's and don'ts are. You'll be able to get as much out of a few hours instruction as you would by racing for 6 months (and have a lot more fun in the bargain.)

The school is open to any rider

old enough to qualify for a competition license, and who has a machine 50cc or over. The classes are designed for the average rider with little or no racing experience. The riders will be expected to bring their own helmet, boots, goggles and leather jackets.

There is no affiliation with any club, but the school has the approval of all the Southern California road racing organizations and publications. Members of these associations will partake in the activities of this school so that each student will receive the best personal instruction possible. Both verbal and track instruction will be given. A new track in the heart of the San Fernando Valley will be used and is ideal for beginning racers.

The first class will take place on April 23rd at 10:00 a.m. This will be an all day session so all riders will get plenty of practice. The track is located at 12930 Pierce Street, in Pacoima. (Whiteman Airpark) The cost? Ten dollars per student covers everything. Track, insurance, instructors etc. For further information call or write Road Racing, 6906 Colbath, Van Nuys, California. Phone: 785-2421.

either side of the concrete building, which houses telephone equipment. Either road will get you there and one is no better than the other. Follow the dirt road to the cliff's edge and you'll be there. You'll find a scoop-shaped valley edged by a few steep trails through the cactus and some short, high-speed dirt roads. There are various hills to climb and a scrambles course with two or three alternate loops. If the scenery looks familiar it's because you've been seeing it in the background of Cycle World scrambler test pictures.

The ground is loose shale, rather dusty unless it has just rained. Slow down if you can't see where you're going...one peep over the cliff will make a believer of you.

Keep the noise down until you're well inside, and of course stay out of any field that looks like a farm.

(To be continued)



Competition riders come to practice and funriders come to play at the vast and varied playground in the Dominguez Hills.

aren't any keep-out signs, but the nursery on top of one of the hills and residents' properties are off limits by unspoken agreement.

PALOS VERDES PENINSULA

This playground and the one following are places where we used to test bikes for Cycle World magazine. Both are on-again-off-again playgrounds, which are sometimes padlocked and sometimes not. The official attitude toward motorcycle use is still pending, so we advise you to use discretion entering and leaving.

The P.V. playground is on a cliff below Palos Verdes Drive and cannot be seen from the pavement. It is barely possible to drive a car down the road leading into it in dry weather, but not if you care for your undercarriage.

Look for a small concrete building on the seaside of the road, surrounded by farmland. There is a dirt road on

MORE FAVORITE GROUNDS

I would like to tell you about my favorite "motorcycle playground", the Little Sand Creek national forest area. To get there take Highland Ave. in San Bernardino east to Sterling Ave., go north to the end of Sterling, turn right on Foothill and go approximately 1/2 mile east.

There are many good dirt roads and uncountable trails winding up through the scenic, tree-covered hills. It is a hillclimbers paradise with many hills to challenge riders of all degrees of ability. To the east is the Little Sand Creek fire road which cuts through the foothills for about 6 miles. There is even a short, improvised scrambles track and the "roll-a-coaster", a series of 5 foot jumps spaced about 4 feet apart and going slightly uphill.

The area covers about 4 square miles. It is a good idea to use a muffler and under no circumstances go in the summer when the area closed because of fire danger.

JOHN WELLS
San Bernardino

EDITOR — Thank you John. Please accept our check for \$1.40. Contributor rates apply to letters telling the whereabouts of good motorcycle riding grounds. How about you readers in San Fernando Valley and Stockton, San Jose? Where do you ride off the road?

WANT ADS

Our Want Ads are open to anyone — Private parties, dealers, manufacturers, organizations, etc. CYCLE NEWS reserves the right to refund payment and reject ads which we find objectionable. To insert a Want Ad in this newspaper, simply write in 25 words or so what you want your ad to say, and mail it with \$2 to:

Want Ads received by Monday will appear in that Thursday's edition.

WANT ADS,
Box 498,
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BSA GOLDSTAR DIRTTRACKER excellent mechanical condition. Engine has large inlet valve-duel ignition head-battery ignition with distributor-must sell price \$495.00 includes some extras. Phone 595-3743 Pomona.

MECHANIC WANTED for Triumph & Yamaha shop. Call Johnny Gibson 691-2661.

NEW BMW R-69-S \$1450.00. Will deliver to Calif. Contact immediately Honda of Helena 112 S. Main, Helena, Montana. Phone: (406) 442-5839.

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61 R.E. 700cc GOOD CONDITION \$675/ Best offer. Tel. 714-646-8342, Brian Nodwell 949 Congress, Costa Mesa, Calif.

LARRY HALEY COVERED THE LAST DESERT event and took action pictures. Were you there? If so, I may have a picture of you available in black and white or color. Look for the Cycle News truck at all desert events, watch for your riding number marked on an envelope hanging on the side of the truck, or contact me at P.O. Box 813, El Monte or call 444-3445. Club and group shots on request.

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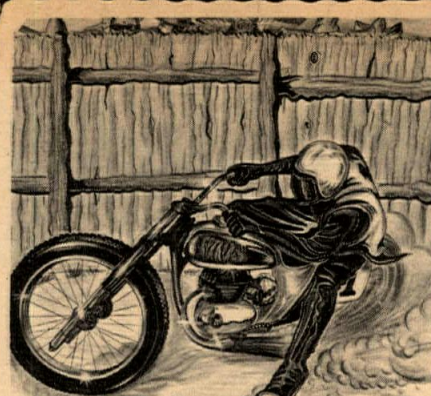
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We the officers of the District 37 Sports Committee, sincerely hope that this publication of the contract between the Stickle Ambulance Service and District 37 will enlighten all desert riders as to the intent of the ambulance stand-by crew.

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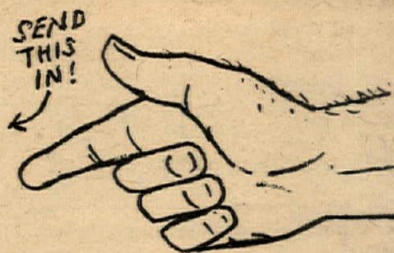
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SOUTH BAY HONDA, 1212 S. Pacific Coast Hwy., Redondo Beach. SELF-SERVICE PARTS DEPARTMENT, bank financing. Open 9-9 six days a week. Phone 378-9257.

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SKIP FORDYCE MOTORCYCLE CENTER. "We've been told its America's most complete and modern motorcycle center." Honda, Harley-Davidson & Triumph. Main at 14th Sts. in Riverside. OV 4-4747.

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SAN DIEGO

GUY URQUHART — Triumph, Yamaha sales. Triumph, Yamaha, Indian, Ariel & Cushman parts — 1 day mail order service. 1041 Columbia Street.

SERVICES

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INTERNATIONAL MOTORCYCLE COMPANY, 7233 Canoga Ave., Canoga Park. Phone 346-3700, 1000's of used parts. Cylinder reboring. Triumph, Yamaha, Hodaka.

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Take your business where it is appreciated and wanted. For the finest new and used motorcycles, scooters, funbikes, parts, repairs, services and custom work, patronize the local businesses listed here.